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Memorandum

To: Policy Board
City Managers/ County CAO

Date: October 17, 2007

From: Barbara Goodwin, Executive Director

Re: Workshop to discuss new Fresno COG Legislative Platform

At the direction of the Policy Board we are beginning the process of developing a Legislative Platform for the Fresno COG. This will be the first Legislative Platform that our agency has developed but it is our intention that it will serve as the foundation for future annual updates.

The Legislative Platform will identify key policy principles to prioritize advocacy efforts for the 2008 legislative session. The legislative policy principles in the Platform will be used as directions for staff and our lobbying partners to advocate on the Policy Board's behalf to our legislative representatives.

We will be holding a pre-Policy Board workshop to discuss the contents of this new Platform. Your presence and subsequent input would be greatly appreciated. I am enclosing a list of potential topics to be considered for the Platform as well as examples of legislative positions taken from other Platforms that we can use to help guide our discussion. You will also find samples of other Legislative Platforms enclosed for your review and consideration.

The meeting will be held:

When: Thursday, October 25, 2007
6:00 pm – 7:00 pm
Where: Council of Fresno County Governments
2035 Tulare Street, Suite 201
Ash Conference Room

Please mark your calendars and plan to attend. If you have any questions, please contact me or Fresno COG staff member Jennifer Dansby at 559-233-4148.

Enclosures

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



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**THE COUNCIL OF FRESNO COUNTY GOVERNMENTS
POLICY BOARD AD HOC LEGISLATIVE SUBCOMMITTEE**

2008 Legislative Platform Workshop

6:00 p.m. Thursday, October 25th, 2007
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Ash Conference Room

-AGENDA-

I. Welcome and Introductions

II. Purpose of Legislative Platform

To develop a Legislative Platform to be updated at a minimum, on an annual basis or as needed, that will reflect the common goals and interests of the COG in state and federal legislative matters. The Platform will provide guidance to the COG and our lobbying partners when taking positions on specific legislative proposals and also, will reflect the current priorities involving transportation-related issues in Fresno County. The Platform will represent a unified voice when communicating legislative issues of regional importance to our state and federal legislative members as well as to relevant state and federal agencies.

III. Define Legislative Platform

- Define Topics of Interest
- Develop Legislative Policy Principles within each Topic

IV. Other Business

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

COUNCIL OF FRESNO COUNTY GOVERNMENTS
2008 LEGISLATIVE PLATFORM WORKSHOP
(DRAFT – FOR DISCUSSION ONLY)

POTENTIAL TOPICS LIST

1. GENERAL PRINCIPLES

2. TRANSPORTATION

- Funding – Federal
- Funding – State
- Funding – Local
- Streets and Highways
- Hwy 99 as an Interstate
- Public Transportation
- Alternative Modes of Transportation
 - a. Recreational Trails
 - b. Bicycle Paths/Regulations
- Goods Movement
- Rail
 - a. High Speed Rail
 - b. Rail Consolidation
 - c. Amtrak Services
- Aviation
- Other

3. LOCAL AND REGIONAL PLANNING

- a. Blueprint Planning
- b. Smart Growth Planning
- c. Regional Transportation Planning
- d. Housing and Land Use
- e. Eminent Domain

4. AIR QUALITY

5. CEQA REFORM AND ENVIRONMENTAL STREAMLINING

6. ONE VOICE REGULATORY AND/OR STATUTORY ISSUES AND
APPROPRIATIONS

7. WATER SUPPLY, STORAGE and QUALITY

8. OTHER

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2008 LEGISLATIVE PLATFORM WORKSHOP
(DRAFT – FOR DISCUSSION ONLY)

TOPICS IN MORE DETAIL

1. GENERAL PRINCIPLES

KERN	1. Protect and enhance government decisionmaking at a level closest to the people whenever it is likely to produce the most effective and efficient results 2. Reduce or eliminate costly and duplicate administrative and regulatory requirements. 3. Protect and enhance current funding levels for transportation programs. 4. Protect and enhance flexibility in the use of transportation revenues
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2. TRANSPORTATION

• **Funding – Federal**

CALCOG	1. Work w/Caltrans and other interests to develop Ca. consensus principles and priorities for SAFTEA-LU reauthorization including preservation of FTIPs and long-range planning and increased transportation financing opportunities. 2. Ensure that federal transportation planning funds are available to regional agencies throughout the year and are not made unavailable due to delays in enacting the state budget.
MTC	Work to influence clean-up legislation and rule-making to maximize funding and flexibility for metropolitan areas
KERN	1. Monitor Congressional actions related to guaranteed funding levels established in SAFETEA-LU and support increased annual appropriation levels up to the maximum amounts authorized in SAFETEA-LU. Support increased funding above SAFETEA-LU from new or increased federal sources. Support legislation providing flexibility and control at the regional level and legislation that streamlines the project delivery process. 2. Support specialized funding for goods movement projects of national and interregional significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets.
LEAGUE OF CITIES	The League urges Congress to advance legislation that provides targeted Federal resources to assist cities facing significant population growth with improving vital water, wastewater and transportation systems.

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CSAC	Monitor policy discussions of SAFETEA-LU reauthorization (due 2009).
VALLEY COG'S DRAFT PLATFORM	Support efforts to provide additional funding for all modes of transportation, including road improvements, road maintenance, air and rail travel, transit, and bicycle and pedestrian paths

• **Funding – State**

CALCOG	Support legislation to implement and fund the remaining provisions of Propositions 1B (state transportation bond) 1C (state housing bonds) and Proposition 84 (water and park bonds). Legislation and funding should support local and regional planning for implementation and project selection that supports the implementation of regional blueprints.
KERN	Support increased funding by the state for transportation purposes.
FRESNO COG BOARD APPROVED	Proposition 1B (Transportation Bond): Policy Board approved the following: 1. Support the following specific points to be included in the funding guidelines for the Proposition 1B State-Local Partnership Program: • Toll road and bridge toll fees may not qualify as matching funds. • Funds may not be used for road rehabilitation or maintenance. • Size of projects to receive State-Local Partnership funding should have a total cost of no less than \$15 million. • Decisions on funding should be delayed until 2009-10. 2. Support legislation pertaining to the Trade Corridor Improvement Fund and the Goods Movement Emission Reduction Program that uses the State's Goods Movement Action Plan designated "Priority Regions and Corridors" when considering funding allocations. 3. Support legislation pertaining to the Trade Corridor Improvement Fund and the Goods Movement Emission Reduction Program that includes the following criteria when considering allocations: • The air quality status of a region • The percentage and projected growth in truck traffic • The expanded opportunities for economic development • The health of communities within close proximity of trade corridors • Bonus points for "California Grown" Products
MTC	Reward regional smart growth efforts in Proposition 1C (the housing bond) and Proposition 84 (the park bond)

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CSAC	1. Support an equitable allocation of the local streets and roads funding from Proposition 1B. 2. CSAC recognizes that the State-Local Partnership Program (Dedicated \$1b from Proposition 1B) was created to primarily benefit sales tax counties, but also supports the ability for counties to compete with eligible matches from other voter-approved taxes and uniform developer fees. CSAC supports a dedicated amount from the \$1 billion State-Local Partnership for matching local sales taxes. 3. Work with stakeholders to develop implementation legislation for Proposition 1C and Proposition 84.
VALLEY COG'S DRAFT PLATFORM	Support eliminating the statute that allows spillover funds to be directed to the General Fund; allow Prop. 42 to receive all gas sales tax revenues.

• **Funding – Local**

KERN	Support legislation that would authorize local sales taxes or other new revenue sources for transportation projects and purposes to be approved by a majority vote.
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• **Streets and Highways**

CALCOG	Continue to support legislation to authorize design/build and expand public/private partnerships in hot lanes and other innovative financing opportunities.
KERN	Support legislation and/or administrative reforms that result in cost savings to the environmental clearance process for transportation construction projects.
VALLEY COG'S DRAFT PLATFORM	1. Support public-private partnerships as an innovative funding method for improved transportation choices, particularly in the area of corridor capacity. 2. Support legislation authorizing the use of design-build for transportation infrastructure and traffic management technologies.

• **Hwy 99 as an Interstate**

- Support Policy Board's existing position on Hwy 99 Interstate Designation

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(DRAFT – FOR DISCUSSION ONLY)

- **Public Transportation**

KERN	Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.
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- **Alternative Modes of Transportation**

- a. Recreational Trails
- b. Bicycle Paths/Regulations

- **Goods Movement**

FRESNO COG BOARD APPROVED	1. Support goods movement legislation that includes the San Joaquin Valley region as a recipient of any new port container fees collected at the Ports of Los Angeles, Long Beach and Oakland in order to mitigate the burden imposed by the overland movement of cargo through the San Joaquin Valley as related to the Ports. 2. Increase funding levels for grade separation projects and evaluate the state's funding program to improve access to funds.
VALLEY COG'S DRAFT PLATFORM	1. Protect funds granted to improve Highway 99 and support additional funding for this major corridor. 2. Encourage legislation that pursues new sources of funding for goods movement infrastructure 3. Seek mitigation for the impacts of goods movement on local communities, when infrastructure is unable to handle the increasing demands placed on it by the growth in goods movement through the Valley.

- **Rail**

- a. High Speed Rail

FRESNO COG BOARD APPROVED	Policy Board approved policy position on High Speed Rail.
KERN	1. Support local and regional government's increased participation in the design and operation of a high-speed rail system through the Kern Region. 2. Monitor efforts related to high-speed rail legislation, including potential funding proposals, so that the region can evaluate consistency of the project with regional transportation plans and programs.

- b. Rail Consolidation

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c. Amtrak Services

KERN	Support state and regional efforts pertinent to improvements in service, operations and funding along the San Joaquin Rail passenger (Amtrak) corridor.
CALCOG	Support federal Amtrak legislation with a capitol program (80/20 match) to create inner city rail similar to previous California investments.

• **Aviation**

1. One Voice Project (Future of the 144th Fighter Wing California Air National Guard)
2. One Voice Project (FYI Port of Entry Status)

3. LOCAL AND REGIONAL PLANNING

a. Blueprint Planning

CALCOG	1. Work to ensure that consistency with regional blueprints is a major factor in allocation of bond funds from state agencies and in the development of legislation and agency state policies on climate change. 2. Ensure that there is adequate state funding for the continued development of regional blueprints.
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b. Smart Growth Planning

AIR DISTRICT	Support legislation that would encourage or enable cities, counties and the building industry to implement smart growth principles by providing incentives for adopting and implementing smart growth policies, and by eliminating fiscal and legal impediments to its implementation
KERN	1. Support federal and state initiatives that provide funding for local agencies to implement alternative growth and affordable housing initiatives. 2. Support federal and state policies and incentives that discourage sprawl, and encourage compact growth, mixed use development, better transit connections and walkable communities.

c. Regional Transportation Planning

COUNCIL OF FRESNO COUNTY GOVERNMENTS
2008 LEGISLATIVE PLATFORM WORKSHOP
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d. Housing and Land Use

CSAC AND LEAGUE OF CITIES	Support increased funding for CDBG's and oppose proposals to reduce or eliminate funding.
CALCOG	Ensure that there is adequate state funding for the regional housing needs allocations and support efforts to reform the regional housing needs process to coordinate it with regional blueprints and regional planning to ensure there is consistency with growth forecasting for housing needs and transportation planning.
KERN	In coordination with local agencies, participate in activities related to legislative and administrative reforms of the state housing element law, including reform of the regional housing allocation provisions.

e. Eminent Domain

LEAGUE OF CITIES	1. Ensure that Federal legislation addressing eminent domain does not severely impact states, like California, which have strong laws that limit the use of the tool and have strong protections for property owners. 2. Oppose the so-called federal Private Property Rights Implementation Act.
CSAC	Support legislative efforts to reform eminent domain practices.....we appreciate the importance of protecting private property from eminent domain for purposes of private development.

4. AIR QUALITY

CALCOG	Work with local government and other key stakeholders on the development of legislation and regulations to incorporate climate change policies into regional transportation planning and to amend the CEQA to minimize environmental burdens associated with projects which implement regional blueprints.
KERN	Coordinate with and comply with Air District to avoid sanctions.
AIR DISTRICT	1. Support and funding for Diesel Truck Retrofit Programs. 2. Support legislation that encourages the management of air quality on a regional basis, particularly in the Valley, and not on a statewide basis, in order to assure that local concerns are recognized.

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5. CEQA REFORM AND ENVIRONMENTAL STREAMLINING

VALLEY COG'S DRAFT PLATFORM	1. Oppose legislation that restricts road construction by imposing further broadbased environmental review and mitigation processes. 2. Support efforts to integrate state and federal environmental impact studies. 3. Support streamlining and simplification of project review processes, without compromising environmental standards, to avoid project cost increases that occur due to the length of the process.
AIR DISTRICT	Support legislation that streamlines the CEQA process, yet maintains key requirements for analysis and mitigation of impacts.

6. ONE VOICE REGULATORY AND/OR STATUTORY ISSUES AND APPROPRIATIONS

- Track allocations for One Voice Projects
- Support regulatory and/or statutory issues established through One Voice

7. WATER SUPPLY, STORAGE, and QUALITY

CALCOG	Support more comprehensive planning at the regional level that is coordinated with water planning
FRESNO COG BOARD APPROVED	Support the Governors Comprehensive Water Infrastructure Proposal

8. OTHER

KERN	1. <u>Oppose</u> the appropriation of, or cuts in, local revenues by the State of California for purposes of balancing or enhancing the state budget. <u>Oppose</u> unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates. 2. Support legislation and/or administrative reforms that result in cost savings to the environmental clearance process for transportation construction projects. 3. Support streamlining of federal reporting/monitoring requirements to ensure efficiency and usefulness of data collection and to eliminate unnecessary and/or duplicative requirements
VALLEY COG'S DRAFT PLATFORM	Support establishing a permanent and funded California Partnership for the San Joaquin Valley

San Joaquin Valley Regional Policy Council

c/o San Joaquin COG, 555 E. Weber Avenue, Stockton, CA 95202, (209) 468-3913, FAX (209) 468-1084

Chair
Michael J. Rubio
Supervisor, Kern County

Vice Chair
Edward J. Chavez
Mayor, City of Stockton

**Kern Council of
Governments**

**Merced County
Association of
Governments**

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**Stanislaus Council
Of Governments**

**Council of
Fresno County
Governments**

**Madera County
Transportation
Commission**

**San Joaquin
Council of
Governments**

**Tulare County
Association of
Governments**

High Speed Rail Position of the San Joaquin Valley Regional Policy Council

The Following policy position was adopted Wednesday, August 22, 2007:

- The High Speed Rail needs to serve the entire San Joaquin Valley (Bakersfield to Sacramento), and the region must stay together as it works towards implementation of this initiative. Amtrak would remain as a complimentary service to High Speed Rail;
- \$15.5 million must stay in the 2007-08 budget as a minimum funding level;
- The High Speed Rail ballot measure must remain on the 2008 ballot;
- The Federal government needs to contribute to the high speed rail project. Congress should seriously consider the establishment of a Federal high speed rail authority with powers similar to California's authority;
- Passenger rail is also a priority for the Valley and is meeting immediate demand, while the high speed rail initiative will address mid- and long-term demand;
- Land use patterns are a critical success factor for high speed rail. The Blueprint regional planning process needs to be tightly connected to the efforts to implement high speed rail in the Valley;
- The route between the San Joaquin Valley and the Bay Area will have a significant impact on the Valley being served as an entire region; and
- Submit a letter to the High Speed Rail Authority supporting connection for the whole Valley from Bakersfield to Sacramento recommending that the Altamont corridor is the preferred alternative route.

Additional Items:

- Request that an additional hearing on the Central Valley-Bay Area corridor be scheduled by the High Speed Rail Authority in Stockton in Early September.
- Submit a letter to Representative Costa supporting Federal High Speed Rail Authority.
- Encourage CTC and Caltrans to find a solution to keep the \$15.5 million in the High Speed Rail Authority budget with the alternative funding to be provided to passenger rail.
- Support Lieutenant Governor Garamendi's efforts to secure additional funding from Proposition 1B (approximately \$50 million).

Vote

Aye: Rubio (Kern); Boyer (Tulare); Aguayo (Fresno); Moss (Madera); Mindt (Madera); Nelson (Merced); Crookham (Merced); Harris (San Joaquin)

No:

Abstention: Florez (Kern)

SAMPLES OF LEGISLATIVE PLATFORMS

CALCOG 2008 PRIORITY ACTIONS

1ST DRAFT 9/14/07

1. Work with other transportation interests to develop the case for a significant increase in transportation revenues and revenue-raising authority in order to maintain and operate existing highway, local street and road and transit systems and to expand capacity to meet increased population and goods movement. Seek state and federal legislation increasing revenues establishing broader revenue-raising authority and innovative financing beyond the traditional gas tax.
2. Work with Caltrans and other interests to develop California consensus principles and priorities for SAFTEA LU reauthorization including the preservation of FTIPs and long range transportation planning and increased transportation financing opportunities.
3. Work with local government and other key stakeholders on the development of legislation and regulations to incorporate climate change policies into regional transportation planning and to amend the California Environmental Quality Act to minimize environmental burdens associated with projects which implement regional blueprints.
4. Support legislation to implement and fund the remaining provisions of Propositions 1B (state transportation bond) 1C (state housing bonds) and Proposition 84 (water and park bonds). Legislation and funding should support local and regional planning for implementation and project selection that supports the implementation of regional blueprints.
5. Work to ensure that consistency with regional blueprints is a major factor in allocation of bond funds from state agencies and in the development of legislation and agency state policies on climate change.
6. Ensure that there is adequate state funding for the continued development of regional blueprints and regional housing needs allocations. Support efforts to reform the regional housing needs process to coordinate it with regional blueprints and regional planning to ensure there is consistency with growth forecasting for housing needs and transportation planning.
7. Continue to support legislation to authorize design/build and expand public/private partnerships in hot lanes and other innovative financing opportunities.
8. Ensure that federal transportation planning funds are available to regional agencies throughout the year and are not made unavailable due to delays in enacting the state budget.
9. Support federal Amtrak legislation with a capitol program (80/20 match) to create inner city rail similar to previous California investments.

**KERN COUNCIL OF GOVERNMENTS
2007-08 LEGISLATIVE PLATFORM**

GENERAL PRINCIPLES

1. Protect and enhance government decisionmaking at a level closest to the people whenever it is likely to produce the most effective and efficient results.
2. Reduce or eliminate costly and duplicate administrative and regulatory requirements.
3. Protect and enhance current funding levels for transportation programs.
4. Protect and enhance flexibility in the use of transportation revenues.

REGIONAL PLANNING

Housing

5. In coordination with local agencies, participate in activities related to legislative and administrative reforms of the state housing element law, including reform of the regional housing allocation provisions.

Alternative Growth Strategies

6. Support federal and state initiatives that provide funding for local agencies to implement alternative growth and affordable housing initiatives.
7. Support federal and state policies and incentives that discourage sprawl, and encourage compact growth, mixed use development, better transit connections and walkable communities.

TRANSPORTATION

Funding – Federal

8. Monitor Congressional actions related to guaranteed funding levels established in SAFETEA-LU and support increased annual appropriation levels up to the maximum amounts authorized in SAFETEA-LU. Support increased funding above SAFETEA-LU from new or increased federal sources. Support legislation providing flexibility and control at the regional level and legislation that streamlines the project delivery process.
9. Support specialized funding for goods movement projects of national and interregional significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets.

10. Support legislation to provide funding for innovative, intelligent/advanced transportation, good movement and air quality programs which relieve congestion, improve air quality and enhance economic development.
11. Support legislation for any economic stimulus or jobs creation package that includes funding for transportation needs to support those programs.

Funding – State

12. Support increased funding by the state for transportation purposes.

Funding – Local

13. Support legislation that would authorize local sales taxes or other new revenue sources for transportation projects and purposes to be approved by a majority vote.
14. Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1988).

Planning and Operations

15. Support legislation and/or administrative reforms that result in cost savings to the environmental clearance process for transportation construction projects.
16. Support streamlining of federal reporting/monitoring requirements to ensure efficiency and usefulness of data collection and to eliminate unnecessary and/or duplicative requirements.
17. Support the development of a statewide call box network that is coordinated with existing Service Authority for Freeway Emergency (SAFE) call box programs.

Public Transportation

18. Support local and regional government's increased participation in the design and operation of a high-speed rail system through the Kern Region.
19. Monitor efforts related to high-speed rail legislation, including potential funding proposals, so that the region can evaluate consistency of the project with regional transportation plans and programs.
20. Support state and regional efforts pertinent to improvements in service, operations and funding along the San Joaquin Rail passenger (Amtrak) corridor.
21. Support legislation and/or administrative reforms to streamline the Caltrans, FHWA and FTA project delivery process.
22. Support, in coordination with the local transit operators, efforts to identify additional transit operating funds to meet long-term needs.

23. Support legislation to ensure funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS, and the Americans with Disabilities Act – including the use of social service funding sources.

AIR QUALITY

24. Support efforts to pursue funds for timely conversion of public sector fleets to alternative fuels.
25. Work with the San Joaquin Valley COGs and the San Joaquin Valley Unified Air Pollution Control District to avoid sanctions.
26. Work with the Kern County Air Pollution Control District to avoid sanctions.

OTHER

27. Support legislation and/or executive orders that would provide funding for framework geographic information system (GIS) databases. The funding would facilitate the development of additional GIS information and meet requirements to place it the public domain.
28. Support funding for an ongoing program for the acquisition and development of high-resolution digital imagery. This funding would support a wide range of regional and interregional planning efforts, including those in the areas of transportation, environmental and habitat monitoring.
29. Oppose unfunded federal and state mandates on local and regional governments, and support proposals that would prohibit the passage of legislation that impose new unfunded mandates.
30. Oppose the appropriation of, or cuts in, local revenues by the State of California for purposes of balancing or enhancing the state budget.

MTC's 2007 Legislative Program

STATE		
Subject	Objective	Comments
1. Infrastructure-Bond Implementation	A. Maximize region's share of funding from the Trade Corridors and Air Quality funds (Proposition 1B)	MTC will closely monitor development of the statutory guidelines for the Trade Corridors program to ensure compatibility with the Bay Area's regional goods movement needs and priorities. Consistent with the statute's primary focus, we will advocate that the program target developing infrastructure improvements related to international trade, including Northern California international, national, and interregional gateway improvements. In addition, MTC will advocate for geographic balance to be a consideration in the statutory guidelines for the \$1 billion fund for air quality improvements related to goods movement.
	B. Ensure a risk-based approach to the Transit Security Program (Proposition 1B)	MTC will promote a policy that distributes funds on the basis of risk, threat and consequence, as well as providing a minimum level of funding to all operators to meet federal transit security requirements. Recognizing that no transit system can be 100 percent secure, MTC will advocate that funds should be eligible for emergency response needs as well as preventive efforts to make the Bay region more prepared.
	C. Make toll funds eligible for State-Local Partnership Program and develop a formula-based program	MTC will advocate for a program that rewards local agencies for imposing taxes and fees for transportation. In addition to voter-approved sales tax revenue, eligible local match fund sources should include developer fees and voter-approved toll increases and property taxes. Legislation should require that funds be administered on a formula basis — based on prior-year revenue generations — that provides eligible recipients with a predictable level of funding over the program's five-year timeframe.
	D. Enable more public-private partnerships	MTC will support efforts to allow the state to broaden its use of design-build contracting through an expanded pilot program and to remove other barriers to the expansion of public-private partnerships for the construction of roadways, high-occupancy vehicle and high-occupancy toll lanes, transit improvements and other programs and projects as appropriate.
	E. Expedite bond funding	MTC will work to ensure that the Legislature expedites the flow of bond revenues to projects, particularly in the case of the \$2 billion designated for local streets and roads, where repairs made today will result in substantial long-term savings.
	F. Reward regional smart growth efforts	Proposition 1C (the housing bond) contains \$850 million for a "Regional Planning, Housing and Infill Incentive Account" while Proposition 84 (the park bond) includes \$90 million for planning grants and revolving loan funds for local and regional agencies to reduce automobile use, among other goals. In coordination with the Joint Policy Committee (JPC), MTC will work to ensure that legislation adopted to guide the distribution of these funds complements and rewards the region's ongoing smart growth efforts, such as our Transportation for Livable Communities and Housing Incentive Program, our Transit Oriented Development Policy, and the Focusing Our Vision effort spearheaded by the Association of Bay Area Governments (ABAG).

2. Regional Funding	Develop new fund source for local streets and roads	MTC will seek an author for "Pennies for Potholes" legislation that would authorize the Commission to ask Bay Area voters to impose — with a simple majority approval — up to a 10-cent/gallon local road user fee that would be levied on the purchase of gasoline. As a fee proposal, instead of a tax, eligible expenditures would be required to meet a strict connection to the source of the fee and the benefit conveyed to the fee payer. We propose "Pennies for Potholes" be limited to the maintenance and rehabilitation of local streets and roads, including both pavement and non-pavement needs because it meets the strict test and because a large shortfall remains in pavement repairs even after the recently passed transportation measures.
3. State Transit Assistance Funding	A. Broaden State Transit Assistance (STA) eligibility for Lifeline purposes	The Transportation 2030 Plan includes a commitment to provide \$216 million for a Lifeline Transportation Program that is difficult to implement using our existing fund sources. For example, many ideas emerging from our Community Based Transportation Plans are not eligible for State Transit Assistance (STA) funding, the primary fund source for the Lifeline Program. MTC will pursue legislation to broaden the eligibility of STA funds for Lifeline purposes.
	B. Improve STA funding predictability	MTC will support legislation to simplify the administration of STA with respect to the timing of the State Controller's official revenue estimate that is used to calculate each operator's annual share. This will improve efficiency as well as increase funding predictability for transit operators statewide.
4. Transit Coordination and Efficiency	Improve coordination among the Bay Area's commuter rail agencies	Four commuter rail operators (ACE, BART, Caltrain, and Capitol Corridor) serving ten counties with overlapping jurisdictions now exist. To address the multitude of challenges related to coordinating these services and potential future services, MTC, in conjunction with Caltrain, BART and the California High Speed Rail Authority, is undertaking a Regional Rail Study that must be adopted and submitted to the Legislature by October 2007. As the governance-related elements of the draft plan are released next spring, MTC will propose legislation to implement the study's findings related to coordination and improved governance for consideration by the Legislature in 2008.
5. Access to Health Care Via Transit	Explore merits of regional brokers for non-emergency medical transportation under Medi-Cal	Pursuant to the current federal surface transportation act — Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) — the federal government is requiring agencies such as MTC to adopt a plan for better coordination between transportation agencies and human services agencies. This Coordinated Public Transit-Human Services Transportation Plan must be the basis for the expenditure of certain federal funds beginning in FY 2008. Consistent with this effort to promote greater coordination between transportation agencies and social services, MTC will explore the benefits of developing a pilot program to test the benefits of regional brokerages for the non-emergency medical transportation category of the federal Medicaid program (known as Medi-Cal in California). A number of other states use regional brokers that refer Medicaid clients to fixed-route transit (at a 50 percent match from the federal government), including Colorado, Connecticut, Florida, Michigan, New York, Oregon, Pennsylvania, Rhode Island, Washington and Utah.
6. FasTrak® Enforcement	Modify state law to facilitate better enforcement of FasTrak® violations	In coordination with the Transportation Corridors Agency in Southern California, MTC will support legislation to facilitate better enforcement of FasTrak® violators. This will include the following: 1) requirement that out-of-state vehicles comply with California law with regard to tolls (under current law, toll enforcement is restricted to vehicles registered in the state), and 2) changes to the definition of a "repeat offender" from a motorist who has been "issued" more than five notices to one for whom more than five violations have been observed.

7. Security and Emergency Preparedness	Consolidate the State Office of Emergency Preparedness with the State Office of Homeland Security	The current structure for responding to earthquakes and other natural emergencies is vested with the State Office of Emergency Services, while the State Office of Homeland Security is responsible for preventing and responding to a terrorist attack. Consistent with the nine legislative principles that MTC, ABAG and other local agencies adopted last year, we will support efforts to consolidate the State Office of Emergency Preparedness and the State Office of Homeland Security so that responsibility for preparation for, coordinated response to and recovery from all hazards is vested in a single entity in the executive branch.
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FEDERAL		
Subject	Objective	Comments
SAFETEA	Work to influence clean-up legislation and rule-making to maximize funding and flexibility for metropolitan areas	In August 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (better known as SAFETEA). MTC will monitor and influence clean-up legislation as needed and comment on federal rulemaking as the new bill is implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
FY 2007-08 U.S. DOT Appropriations	Maximize the flow of New and Small Starts Funds	MTC will continue its advocacy efforts to implement the Regional Transit Expansion Plan, Resolution 3434, by advocating for federal New Starts funds for San Francisco Muni's Third Street Light Rail/Central Subway project, the region's top priority for New Starts funding in FY 2007-08 while the Santa Clara Valley Transportation Authority has temporarily withdrawn from the New Starts process. In 2006, Congress shifted funding authorized for the new Small Starts program in FY 2007 to the New Starts program on the grounds that FTA had not yet finalized the program's guidelines. With an interim guidance expected to be finalized in early 2008, MTC will work with our transit partners, and in particular, with AC Transit to provide funding for their Rapid Bus project (theregion's top Small Starts candidate), to ensure that Congressional appropriators honor the legislative intent of SAFETEA and fully fund the Small Starts program in FY 2007-08 at the authorized level of \$200 million.
Transit Security and Emergency Response	Seek a multi-year transit security authorization bill	MTC will continue to support efforts to secure a multi-year transit security authorization bill — for both operating and capital security needs. MTC will promote a policy that distributes funds on the basis of risk, threat and consequence, as well as providing a minimum level of funding to all operators to meet new federal transit security requirements.
Port Security	Maximize federal funding for Bay Area port security	In 2006, the DHS provided the Port of Oakland with none of the \$168 million distributed for port security improvements nationwide. Since 2002, the Port of Oakland has received only \$11 million from DHS for security improvements — less than 7 percent of the \$169 million requested. The risk factors assigned to each port for determining how funds are distributed are classified, leaving no ability for those outside of DHS to analyze it. Next year, MTC will support efforts to meet all Bay Area ports' security needs by ensuring that port security grants are truly distributed on the basis of risk, threat and consequence.

Legislative Platform 2007

...Leading the Way to a Clearer Future.



Developed By: San Joaquin
Valley Air Pollution Control District



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

SAN JOAQUIN VALLEY UNIFIED
AIR POLLUTION CONTROL DISTRICT

2007-2008 LEGISLATIVE PLATFORM

GOVERNING BOARD

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Large City, Central Region.....Vacant
Medium City, Northern Region.....Vacant
Small City, Southern Region.....Vacant

Seyed Sadredin- Executive Director/Air Pollution Control Officer

1990 East Gettysburg Avenue
Fresno, CA 93726
(559) 230-6000

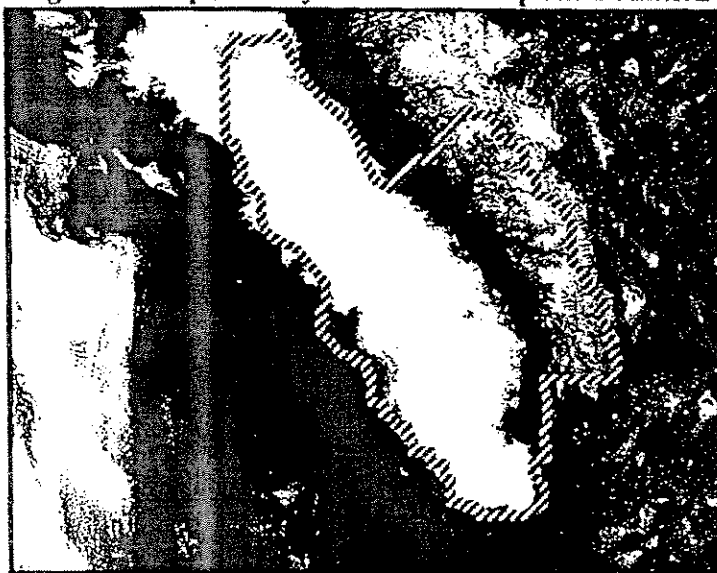
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SAN JOAQUIN VALLEY
AIR POLLUTION CONTROL DISTRICT

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ABOUT THE DISTRICT

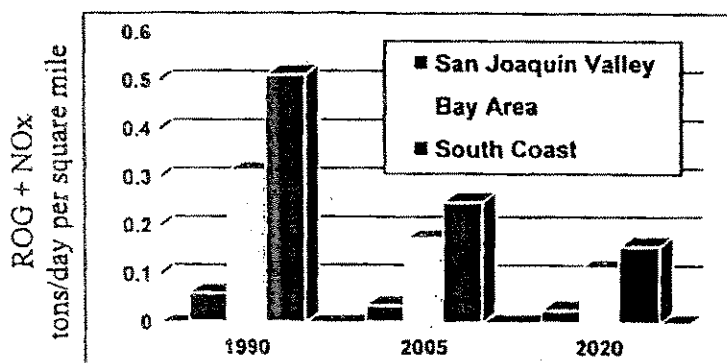
The San Joaquin Valley Air District has local jurisdiction for air pollution control in Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and the central and western portions of Kern County. The Governing Board of the District is comprised of elected officials from these Valley counties and cities. The Governing Board adopts and implements rules and regulations to protect the public health through improved air quality.

Figure 1-Unique Valley Conditions Trap Air Pollution

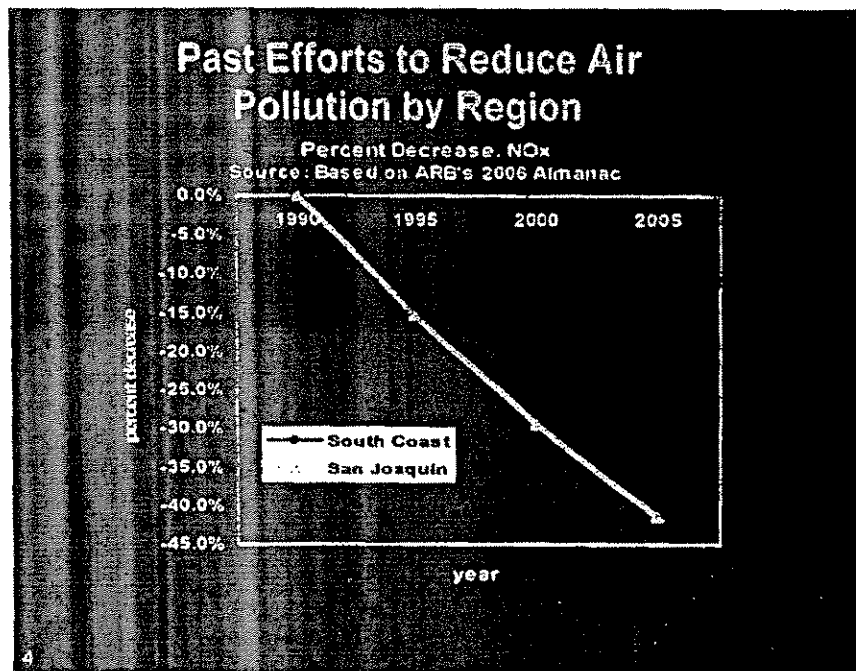


Due to the Valley's unique geography and meteorology, no other region in California faces the enormous degree of difficulty that the Valley faces in meeting the ambient air quality standards for ozone and particulates. This is illustrated by the fact that the San Joaquin Valley has far fewer pollutant emissions per square mile ("emissions density") than other regions in California that have equivalent or even better air quality.

Figure 2 Emissions Density in the SJV and Other Areas in California



The Valley has reduced its ozone and particulate causing pollutants (Oxides of Nitrogen) at a faster rate than Southern California. Since 1990, Valley's total oxides of nitrogen emissions have been reduced by 41% compared to a 37% reduction in South Coast. This is despite the fact the Valley experienced a much higher rate of growth (65% higher than the state's average).



In the coming years the District will be developing plans to attain the new National Ambient Air Quality Standards for ozone and particulate matter less than 2.5 microns in size (PM2.5). Initial estimates indicate that even with new local, state, and federal regulations there will still be a shortfall in necessary emissions reductions in order to attain the standards. The District's 2007-2008 legislative priorities are focused upon achieving emissions reductions beyond those available to the regulatory agencies in order to bring cleaner air to the residents of the San Joaquin Valley as expeditiously as possible.

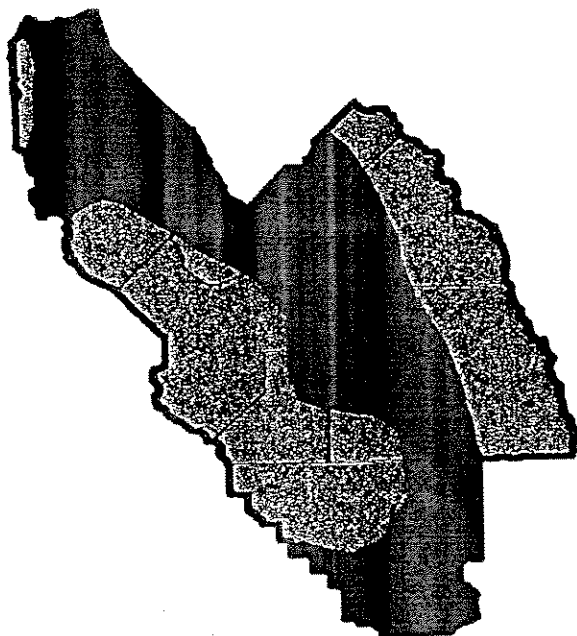
Summary of Past Accomplishments

While substantial challenges lay ahead, the District, the business community, and San Joaquin Valley residents have made significant progress improving air quality in the San Joaquin Valley. The following is a summary of past air quality accomplishments:

- Since its inception the District has adopted over 500 rules or rule amendments that have achieved approximately a 50% reduction in emissions. These reductions have led to substantial improvements in air quality.

- On October 17, the US Environmental Protection Agency found that the San Joaquin Valley Air Basin is in attainment of the federal particulate matter under ten microns in size (PM10) standards.
- The District's regulations often are viewed as the benchmark by other agencies and are regularly utilized as templates for their regulations. In fact, the Valley Air District was the first in the state to:
 - Voluntarily expand the enhanced vehicle Smog Check II program beyond the mandated urbanized areas to include more than 90% of the registered vehicles in the air basin. This model was utilized to implement the Smog Check II components now in effect in the Bay Area.
 - Regulate emissions from on-field agricultural operations. To date, the District has received 6,400 conservation management practices plans that reduce particulate matter emissions by 34 tons per day from 3.2 million acres of production agricultural land.
 - The District was the first major air district in the state to regulate the use of residential fireplaces to reduce particulate levels. The other major districts in the state are using the District's regulation as the benchmark as they develop regulations of their own.
- The District was the first in the nation to:
 - Adopt a progressive Indirect Source Review program to reduce Valley-wide emissions by more than 10 tons per day from commercial, industrial and residential developments.
 - Adopt a rule to control VOC emissions from wine production and storage. This groundbreaking rule also contains innovative compliance options that offer flexibility to operators without sacrificing emission reductions.
 - The District leads the nation with its rules on engines, boilers, turbines and glass-melting furnaces.
- These regulatory efforts have dramatically reduced the number of days over the federal 1-hour ozone standard by 85% and have reduced the peak measurements when we do exceed the standard by 21% (See Figure 3).

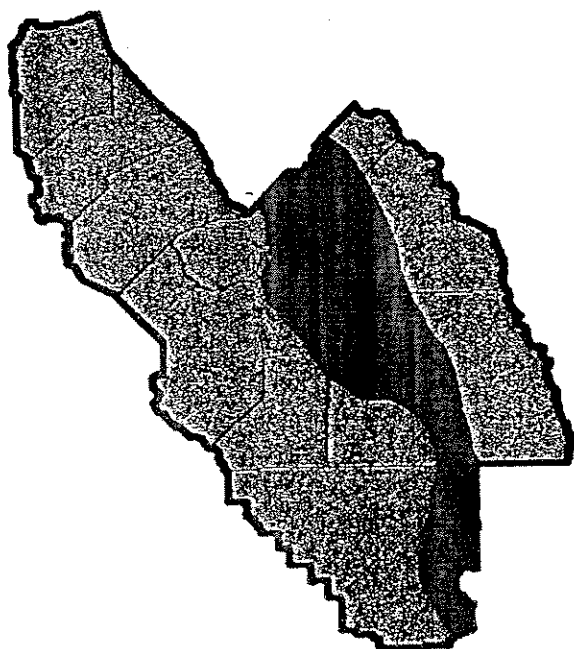
**Figure 3 Improvement in 1-hour ozone levels
1990 – 2005**



1990 –

**45 days per year
over the standard.**

**170 ppb peak
measurement**



2005 –

**8 days per year
over the standard.**

**134 ppb peak
measurement**

Additional information about the state of air quality in the San Joaquin Valley, and the efforts to solve the air quality challenge can be found at www.valleyair.org.

2007-2008 LEGISLATIVE PRIORITIES

The following legislative priorities will provide policy guidance for legislative action and recognize the unique needs of the District during the upcoming legislative session:

1. **Proposition 1B Emission Reduction Funds**-The passage of Proposition 1B provides \$1 billion for emissions reductions from activities related to the movement of freight through California's trade corridors. The San Joaquin Valley is the major north/south corridor for movement of freight through the State of California. Additionally, there is a significant trade corridor of agricultural commodities from the San Joaquin Valley to California ports. Over 28% of the state's truck traffic occurs in the San Joaquin Valley and nearly 80% of the Valley's smog and particulate causing emissions come from mobile sources. The District is seeking 25% of the Proposition 1B emission reduction funds to mitigate the impact from increased freight movement through the region.
2. **Air Quality Enterprise/Empowerment Zone Designation**-The District is seeking the establishment of a new designation as an Air Quality Enterprise/Empowerment Zone at the state and federal level. The new designation would recognize that the Valley has a unique air quality and economic situation that calls for additional state and federal resources to effectively meet the unique challenges that we face. Given the Valley's climate and economic situation, it is abundantly clear that aggressive regulatory measures alone will not yield the needed reductions to attain the federal air quality standards. A primary reason for this is that new tail-pipe standards for on-road and off-road engines will not produce any reduction in emissions until old engines are replaced with new cleaner engines. Without incentive grants, the full benefit of the new engine standards will not be realized for decades. Additionally, incentive grants can allow for adoption of cleaner technologies that may otherwise be unaffordable. Furthermore, industrial equipment at stationary sources could be replaced with newer and cleaner equipment with appropriate incentive funding.
 - a. **New Incentive Funding**-Current state and local funds available for incentive-based programs in the San Joaquin Valley are approximately \$40 million per year. The primary sources for these funds are the expected revenues from the District's Indirect Source Review rule, voluntary development mitigation agreements, local DMV surcharge fees, and the state's Carl Moyer program. Significant new funding will be required to procure the necessary reductions. The District is seeking \$200 million per year for a period of ten years to accelerate the introduction of new cleaner technologies. This level of funding can procure only 20% of the necessary reductions in emissions with the remaining 80% having to come from state, federal, and local regulatory measures.

- b. **Tax Incentives Plant/Fleet Modernization**-In order to attain the federal standards for ozone and PM_{2.5}, the District, ARB, and EPA have identified opportunities for emissions reductions from existing and new regulations. The regulations identified to date are not sufficient to bring the Valley into attainment in a timely manner. In order to attain the standard it will be necessary to go beyond regulation and replace existing industrial and mobile source equipment with cleaner equipment prior to the end of its useful life. The District supports the creation of tax incentives in order to obtain cost-effective emissions reductions by encouraging the early retirement of this equipment.
3. **Funding for School Bus Replacement**-The San Joaquin Valley has a disproportionate share of older high emitting school buses. Over 30% of the school buses in the Valley are 1987 or older. Pre-1987 buses expose students to high levels of carcinogens from diesel exhaust and add to the Valley's ambient air quality pollution. Current funding levels are inadequate to allow school districts to replace these buses. The District supports increased funding to replace the oldest school buses in the State and adding flexibility to existing funding programs to allow for the replacement of more school buses.
4. **Port Regulation**-The San Joaquin Valley Air District supports increased authority to control emissions from Bay Area Ports that are up-wind of the San Joaquin Valley Air Basin. Additionally, efforts to raise funds to reduce the impact of goods movement through the ports should also address the downstream impacts of goods movement in trade corridors. The San Joaquin Valley Air District may also support container fees if fair shares of such revenues are made available to the San Joaquin Valley to mitigate the emissions associated with freight movement to and from the ports through the Valley.

GENERAL PRINCIPLES OF THE LEGISLATIVE PLATFORM

The following general principles will provide policy guidance for legislative action:

LOCAL: To fulfill the goals of the District, to maintain the ability to develop and implement control strategies to address stationary and area pollutants, and to achieve ambient air quality standards, the following principles will guide District policy:

1. Support legislation that retains the Governing Board's control over the use of emission reduction credits (ERC's) throughout the Valley.
2. Oppose legislation that usurps the District's authority to determine the cost-effectiveness of proposed District rules.
3. Support legislation that encourages the management of air quality on a regional basis, particularly in the Valley, and not on a statewide basis, in order to assure that local concerns are recognized.
4. Support legislation that retains local enforcement and discretionary authority for NTC/NOV fines/adjudication/etc.
5. Support legislation that promotes the creation and use of District-operated self-audit and inspection programs. Such legislation will enhance the District's ability to offer incentive-based programs to Valley businesses in ways that do not conflict with state and federal law.
6. Oppose all legislation that transfers any part of local permitting authority to the state or federal governments. Past transfers of the district's permitting authority have proved to prolong the permitting process without any corresponding benefit to air quality.

STATE/FEDERAL: To support state and federal means of addressing, without duplication, the need for better air quality in the San Joaquin Valley, and to support state and federal actions that are effective and economically feasible, the following principles will guide District policy:

1. Support state and federal legislation that would preserve and enhance the ability of local governments to adequately finance mandated and essential services.
2. Support federal legislation or regulations that alleviate administrative burdens, that are unnecessary for the protection of air quality, associated with permitting requirements.

3. Support legislation to streamline the permitting process at the local level that is efficient and effective. Oppose legislation that negatively affects the District's ability to protect and improve air quality.
4. Support legislation to reduce the duplicative oversight responsibilities of state agencies and boards vis a vis the regional air districts.
5. Support legislation that eliminates duplication between state and federal air quality agencies. Allow a single permit system that satisfies both state and federal regulations. California has the strictest air quality standards in the country. Federal duplication only hinders business and does not improve air quality.
6. Sponsor or support legislative options that would increase funding to the District to develop Valley-specific options for attainment.
7. Support legislation that promotes energy conservation and efficiency programs for energy end-users. Reduced energy use will result in lower pollutant emissions and a more stable electrical distribution system.
8. Support legislation that encourages the generation of power through net energy metering as an alternative to waste gas venting or flaring.
9. Support legislation that provides a cost-effective mechanism for environmentally responsible disposal of treated grape stakes.
10. Support legislation that requires federal sources, including trains, trucks and ships, to contribute their "fair share" of the emission reductions required for attainment of air quality standards in the San Joaquin Valley. This would include mitigating the emissions associated with the implementation of the North American Free Trade Agreement, requiring more stringent controls on locomotives, and reducing the emissions from ships while they are in port.

MOBILE TRANSPORT/TRANSPORTATION: To address issues dealing with interdistrict pollutant transport, mobile sources reductions and transportation alternatives; to achieve mobile source reductions in addition to those currently approved in air attainment plans; to create market-based incentives for mobile source emissions; and to encourage and promote public transportation improvements; the following principles will guide District policy:

1. Support legislation that provides options for local air districts for pilot incentives to reduce mobile source emissions.
2. Support state and federal legislation and regulations to further promote cost-effective and clearly defined strategies associated with vehicle emission reductions and effective statewide vehicle Inspection & Maintenance programs.

3. Support legislation to assist regional transportation authorities for multi-modal transit systems that ensure ongoing growth in ridership by promoting and encouraging maximum public use.
4. Continue to support legislation that requires the USEPA to develop and implement programs that effectively and efficiently control interstate mobile sources including, but not limited to, trains, trucks, boats, and planes. Support any federal action that would preserve or increase the Corporate Average Fuel Economy (CAFE). These requirements establish fuel economy standards for cars and light-duty trucks. An increase in fuel economy will provide cleaner operating vehicles. Support legislation that requires improved emission standards for buses.
5. Support legislation and efforts to advance commuter rail service to the Bay Area via the Altamont Corridor, commuter rail service to Sacramento, and legislation and initiatives that encourage high-speed rail through the San Joaquin Valley.
6. Support and actively advocate increases in the District Subvention based on inflation and cost of living adjustments.
7. Sponsor or support legislation that provides a stable long-term funding source for programs such as the Carl Moyer Memorial Air Quality Standards Attainment Program and other incentive programs that encourage the early introduction of low emission technologies for mobile, stationary and area sources.
8. Oppose legislation that restricts the District's use of Governing Board-authorized funds for cost effective emission control projects.
9. Support legislation that simplifies Transportation Conformity compliance and synchronizes conformity related transportation planning requirements with air quality planning requirements and deadlines.
10. Support legislation that puts organization structures in place that facilitate inter-regional and intra-regional solutions for the efficient movement of people and goods through the San Joaquin Valley utilizing a variety of transportation modes.

LAND USE/PLANNING: To address air quality concerns and encourage land use and transportation patterns that enhance sustainable communities and minimize adverse environmental impacts, the following principles will guide District policy:

1. Support legislation that encourages the inclusion of air quality control measures in city and county general plans, and that requires coordination between land-use, transportation, and air quality plans.
2. Support legislation that streamlines the CEQA process, yet maintains key requirements for analysis and mitigation of impacts.

3. Support legislation that would encourage or enable cities, counties and the building industry to implement smart growth principles by providing incentives for adopting and implementing smart growth policies, and by eliminating fiscal and legal impediments to its implementation.
4. Oppose legislation that restricts the District's authority to adopt and implement cost effective indirect source mitigation programs.
5. The District shall explore support of legislative initiatives that provide appropriate litigation relief on air quality issues in conjunction with the California Environmental Quality Act (CEQA) process for new development projects that satisfy the District emission reduction requirements of rule 9510 or more stringent standards set by local communities and land-use agencies.

BIOMASS: The biomass industry helps the environment by reducing pollutants created by open burning and landfilling of potential biofuels such as agricultural, urban, and forest wood waste products. To maintain the viability of biomass power-generating plants to prevent further degradation of the District's air quality, the following principles will guide District policy:

1. Support legislation that would provide for the continued operation of strategically located biomass facilities to provide disposal options for agricultural, urban, and forest wood waste.

ALTERNATIVE COMPLIANCE OPTIONS: To have the ability to provide for compliance flexibility when dealing with businesses addressing air quality rules and regulations, and to ensure that alternative compliance options provide adequate measures to at least meet the required emission reductions necessary, the following principles will guide District policy:

1. Support legislation that provides for market-based incentives that achieve equivalent reduction in air emissions in a more cost-effective fashion.
2. Oppose legislation that diminishes the District's ability to write permits that are practical and enforceable.
3. Support legislation that would prohibit an increase in assessed property value for new equipment installed solely for the purpose of meeting the requirements of District Rules and Regulations.
4. Support legislation that encourages the generation of mobile source emission reduction credits.

TOXIC AIR EMISSIONS: To ensure the protection of public health and to minimize exposure to significant toxic pollutants, the following principles will guide District policy:

1. Oppose legislation that results in the release of cancer-causing and other toxic emissions in quantities that pose significant risks to public health.
2. Support legislation that upholds the requirement for public notification when significant toxic pollutants are located in close proximity to a given neighborhood.
3. Support legislation that allows for the integration of state and federal air toxic mandates while protecting public health.
4. Support legislation that calls for cleaner-burning alternative fuels.
5. Support measures that result in early risk reduction without costly and unnecessary risk assessment work.



The San Joaquin Valley
Regional Transportation Planning Agencies
Policy Conference, originally scheduled for
November 1–2, has been postponed.

“Strengthening Our Valley Voice”

Due to a delay in the construction of the new Sheraton Stockton Hotel at Regent Pointe, the San Joaquin Valley Regional Transportation Planning Agencies 2007 Policy Conference, originally scheduled for November 1 and 2, has been postponed.

The San Joaquin Valley Regional Transportation Planning Agencies Coalition plans to reschedule the conference to early next year. Please watch your mail for the conference registration information with the new dates. The conference promises great opportunities for learning and networking. We apologize for any inconvenience that the postponement may have caused.

Session Topics:

- Transportation Financing
- Transportation Sales Tax Measures
- Partnerships Outside the Valley and How They Help
- Regional Blueprint
- Transit—High Speed Rail
- State Route 99
- Goods Movement

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 East Weber Avenue
Stockton, California 95202
Phone: 209-468-3913
Fax: 209-468-1084
Email: info@sjcog.org



MEMO

Date: **October 16, 2007**

To: **Elected Officials, COG Directors, Planners, & Interested Parties**

From: **Andrew T. Chesley, SJCOG Executive Director**

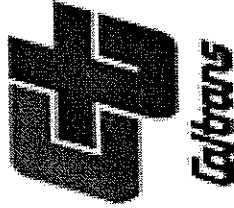
Subject: **San Joaquin Valley Regional Transportation Planning Agencies
2007 Policy Conference**

RE: **“Strengthen Our Valley Voice” conference to be postponed**

Due to a delay in the construction of the new Sheraton Stockton Hotel at Regent Pointe, the San Joaquin Valley Regional Transportation Planning Agencies 2007 Policy Conference, originally scheduled for November 1 and 2, has been postponed.

The San Joaquin Valley Regional Transportation Planning Agencies Coalition plans to move the conference date to early next year. Please watch your mail for the conference registration information with new dates and details. The conference promises great opportunities for learning and networking. We apologize for any inconvenience that the postponement may have caused.

Should you have any questions, please contact Nicole Gorham of the San Joaquin Council of Governments at 209-468-3913. Thank you.



**CALIFORNIA DEPARTMENT OF
TRANSPORTATION TRANSPORTATION
PLANNING GRANTS
CALL FOR APPLICATIONS
FISCAL YEAR 2008-2009**

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

**Application Deadline
January 11, 2008**

The Fiscal Year 2008-2009 Transportation Planning Grant application package is accessible on the California Department of Transportation, Division of Transportation Planning's website at <http://www.dot.ca.gov/hq/tpp/grants.htm>

To request a grant application by mail, please call Suzanne De Foor at (916) 653-8697 or email her at Suzanne_De_Foor@dot.ca.gov.

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	10% of the grant total (non-State and non-federal funds). Up to half of the 10% match can be in-kind*. Refer to sample match calculation on Page 11.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant total (non-State and non-federal funds). Up to half of the 20% match can be in-kind*. Refer to sample match calculation on Page 20.
Partnership Planning	FHWA State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance, strengthen the economy, protect the environment, and promote public involvement and safety in the State.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant total (non-federal funds or in-kind* contribution). Additional local funds above the minimum local match are desired. Refer to sample match calculation on Page 29.

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Statewide Transit Planning Studies	FTA Section 5304 Budget Federal funds \$1,200,000 Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing urban transportation needs, improving transit service, strengthening the economy, promoting equity, and protecting the environment.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 31.
Transit Technical Planning Assistance	FTA Section 5304 Budget Federal funds \$1,000,000 Grant Cap \$100,000	Fund public and intermodal transportation planning studies in rural transit areas of California (transit service area with population of 100,000 or less).	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 32.
Transit Professional Development	FTA Section 5304 Budget Federal funds \$300,000 Grant Cap \$50,000	Fund training and development of transit planning professionals and student internships.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 33.

* In-kind contribution can include a quantifiable amount of equipment, supplies, or other tangible resources, space, or staff time.

** Public entity includes the State, the Regents of the University of California, a county, city, district, public authority, public agency, and any other political subdivision or public corporation in the State. (Government Code Section 811.2)

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Caltrans → Transportation Planning → Transportation Planning Grants

Transportation Planning Grants

Fiscal Year 2008/09

- Grant Application ([WORD](#) / [PDF](#)) - Deadline: January 11, 2008
- [2008/09 Grant Flyer](#)
- Video Presentation
 - [Environmental Justice: Context-Sensitive Planning \(Powerpoint Presentation\)](#)
 - [Community-Based Transportation Planning \(Powerpoint Presentation\)](#)
 - [Partnership Planning \(Powerpoint Presentation\)](#)
 - [Transit Planning \(FTA Section 5304\) \(Powerpoint Presentation\)](#)
 - [Statewide Transit Planning Studies](#)
 - [Transit Technical Planning Assistance](#)
 - [Transit Professional Development](#)

Fiscal Year 2007/08

- [Grants awarded Partnership Planning](#)
- [Grants awarded Statewide Transit Planning Studies](#)
- [Grants awarded Transit Technical Planning Assistance](#)
- [Grants awarded Transit Professional Development](#)
- [Grants awarded Environmental Justice: Context-Sensitive Planning](#)
- [Grants awarded Community-Based Transportation Planning](#)

Fiscal Year 2006/07

- [Grants awarded Partnership Planning](#)
- [Grants awarded Statewide Transit Planning Studies](#)
- [Grants awarded Transit Technical Planning Assistance](#)
- [Grants awarded Transit Professional Development](#)
- [Grants awarded Environmental Justice: Context-Sensitive Planning](#)
- [Grants awarded Community-Based Transportation Planning](#)

Caltrans provides the following one-time transportation planning grants:

- Partnership Planning
- Statewide Transit Planning
- Transit Technical Planning Assistance
- Transit Professional Development
- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning

The results of the studies or projects should improve mobility and lead to the planning, programming and implementation of transportation improvement projects.
For questions regarding specifics of the grant programs please contact the following:

- 5305 Partnership Planning and Transit Planning: Dara Wheeler via email or at (916) 653-2355.
- Environmental Justice: Context-Sensitive Planning: Carl Payne via email or at (916) 653-3726.
- Community-Based Transportation Planning: Brian Travis via email or at (916) 653-9966.

Fiscal Year 2005/06

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded for Environmental Justice: Context-Sensitive Planning
- Grants awarded Community-Based Transportation Planning

Fiscal Year 2004/05

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded for Environmental Justice: Context-Sensitive Planning
- Grants awarded Community-Based Transportation Planning

Fiscal Year 2003/04

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded for Environmental Justice: Context-Sensitive Planning with award location
- Grants awarded Community-Based Transportation Planning with award location

Fiscal Year 2002/03

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning

Assistance and Transit Professional Development

- » Grants awarded for Environmental Justice: Context-Sensitive Planning with award location
- » Grants awarded Community-Based Transportation Planning with award location

Fiscal Year 2001/02

- » Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- » Grants awarded for Environmental Justice: Context-Sensitive Planning with award location
- » Grants awarded Community-Based Transportation Planning with award location

Fiscal Year 2000/01

- » Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- » Grants awarded Community-Based Transportation Planning with award location

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Items from Staff: **State Controllers Office Revised Estimate on State Transit Assistance/
PTMISEA Funding.** (Handout)

Requested by: Les Beshears, Finance Director

Summary: In January the State Controllers Office released preliminary 2007/08 State Transit Assistance Fund estimates which included \$600 million from Prop 1B. The estimates indicated our region would receive \$10,889,094 in State Transit Assistance. In May, the Board adopted those estimates and subsequently member agencies have adopted their Transportation Development Act Claims based on those estimates.

On October 4 (received October 12) the State Controllers Office released revised estimates indicating our region will only receive \$4,338,929 in State Transit Assistance in 2007/08. The \$6,550,165 difference resulted when SB 88 changed the methodology by which the \$600 million from Prop 1B would be allocated. The \$600 million will now be distributed to Transit Operators for Capital projects only, whereas Operators have used State Transit Assistance for Capital and Operations in the past. Caltrans is presently developing guidelines for the allocation of the Prop 1B funds (Public Transportation Modernization, Improvement, and Service Enhancement Program PTMISEA). It is unclear whether the funding will now flow to Transit Operators directly from Caltrans or through the Regions. However, project sponsors must submit projects to Caltrans, who will determine eligibility per SB 88. The State Controllers Office is developing estimates of the maximum amount of funding available to each operator based on the amounts of STA received during the last three years. To summarize, the PTMISEA funding is not lost to Operators in our area. However, it can't be used for operations and will require additional process to receive the funding.

The net result is that Transit budgets in our region must use \$6,550,165 in Local Transportation Funds to fund Transit operations budgets that were previously funded with the Prop 1B funding. This will have the affect of reducing Article 8 Street and Road Claims for everyone except the City of Fresno, who already claims all their TDA funding for Transit. However, there is somewhat of a silver lining to this, in that in September, the Board distributed a \$4,278,634 TDA 2006/07 Surplus which will count as revenue in 2007/08 and partially offset the shortfall. Adopted policy allows staff to make administrative changes to the Adopted Claims to account for the changes in estimates for STA funds that occur during the year. Therefore, member agencies will not need to re-adopt their 2007/08 TDA Claims.

Action: Information/discussion item. With PAC concurrence, this item will be added to the COG Board Agenda and will also be added to the TTC agenda in November. Direction may be provided at the discretion of the Committee.

2007/08
COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Preliminary Estimate

10/16/07

PUC 99313 POPULATION 3,845,999
PUC 99314 OPERATOR 492,930

4,338,929

2007/08 Fund Estimate Per State Controller

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR		Reduction AMOUNT AVAILABLE	Reduction 99314 OPERATOR	Reduction 99313 POPULATION	2006/07 Surplus
				99314 OPERATOR	99313 POPULATION				
Clovis	92,269	10.04%	390,106	4,005	386,101	(573,820)	(5,361)	(568,459)	351,703
Coalinga	18,061	1.97%	75,577		75,577	(111,271)	0	(111,271)	77,788
Firebaugh	6,692	0.73%	28,003		28,003	(41,228)	0	(41,228)	62,070
Fowler	5,293	0.58%	22,149		22,149	(32,609)	0	(32,609)	44,895
Fresno City	481,035	52.34%	2,476,790	463,895	2,012,895	(3,827,913)	(864,305)	(2,963,608)	1,843,903
Huron	7,493	0.82%	31,355		31,355	(46,165)	0	(46,165)	67,931
Kerman	13,591	1.48%	56,872		56,872	(83,732)	0	(83,732)	95,572
Kingsburg	11,234	1.22%	47,009		47,009	(69,211)	0	(69,211)	103,991
Mendota	9,426	1.03%	39,443		39,443	(58,073)	0	(58,073)	81,184
Orange Cove	10,544	1.15%	44,122		44,122	(64,960)	0	(64,960)	89,125
Parlier	13,080	1.42%	54,733		54,733	(80,585)	0	(80,585)	103,666
Reedley	24,909	2.71%	104,232		104,232	(153,462)	0	(153,462)	215,810
Sanger	24,877	2.71%	104,098		104,098	(136,836)	0	(136,836)	215,648
San Joaquin	3,870	0.42%	16,194		16,194	(23,843)	0	(23,843)	34,660
Selma	23,194	2.52%	97,056		97,056	(142,895)	0	(142,895)	212,048
Fresno Co.	173,535	18.86%	726,160		726,160	(1,069,130)	0	(1,069,130)	678,640
FCRTA			25,030	25,030		(34,432)	(34,432)	0	
FCEOC									
TOTALS	919,103	100.0%	4,338,929	492,930	3,845,999	(6,550,165)	(904,098)	(5,646,067)	4,278,634
			4,338,929	492,930	3,845,999				

Tony Boren

From: Jeff Reid [Jeff.Reid@mccormickbarstow.com]
Sent: Friday, October 05, 2007 5:08 PM
To: Tony Boren; Kevin Briggs
Cc: Ron Peterson - FCTA; Barbara Goodwin; Vivian, Georgiena; Brenda Lauchner
Subject: RE: RTMF

Here's my statement of the questions.

Background.

The Measure C Extension Expenditure Plan references the establishment of the Regional Transportation Mitigation Fee (RTMF) program, and an RTMF study.

At page 5 of the Plan, it states that "Funds collected through the RTMF program will provide an anticipated 20% of Urban and Rural Measure "C" funds needed to deliver Tier 1 Projects over the Measure "C" funding period (2007 through 2027)."

At page 8 of the Plan it states that "Approximately \$102 million from developer fees. New growth and development throughout the County would be required to contribute to Tier 1 project costs as part of the Regional Transportation Mitigation Fee (RTMF) program. Details regarding the RTMF are provided in Appendix D."

In Appendix, page A-7 of the Plan, under "Funding Parameters" it states that "It is anticipated that 20% of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts."

In Appendix, page A-7 of the Plan, under "Regional Transportation Mitigation Fee", it states in pertinent part that "The RTMF shall be developed and approved by the Fresno COG and Authority in coordination with all local jurisdictions. Fresno COG shall contract with a qualified individual or firm with experience in the development of such mitigation fees to conduct a RTMF Study, which will serve as the foundation for development of a RTMF program. The RTMF shall also be structured to effectively address improvements identified in the Fresno-Madera County Freeway Deficiency Study. The RTMF shall cover the 20-year period of Measure "C". The RTMF shall apply to Regional Transportation Program-Measure "C" projects identified in Tier 1, Tier 2 and other such regional projects as may be identified in the RTMF Study."

Questions.

1. Do these, or any other provision of the Plan, mandate that the RTMF program and RTMF Study be designed to fund more than 20% of the anticipated total Regional Transportation Program (i.e. \$102 million) over the Plan's 20 year period?
2. Does the Plan mandate the RTMF program and RTMF Study be designed to fund not less than 20% of the combined total of Tier 1 and Tier 2 Regional Transportation Program (i.e. \$204 million) over the Plan's 20 year period?
3. Does the Plan mandate that the RTMF program and RTMF Study be designed to fund, during the Plan's 20 year period, any minimum percentage of the costs of projects identified in the Fresno-Madera County Freeway Deficiency Study?
4. If the RTMF proposes to fund more than the 20% of the anticipated total Regional Transportation Program (i.e. \$102 million over 20 years), must the FCTA (and/or the local governments that adopt and impose the RTMF fee) identify funding sources for the nonRTMF funded portion of the proposed projects? (Government Code Section 66001(d)(1)(c)).

Jeff Reid



San Joaquin Valley Regional Goods Movement Action Plan 2007



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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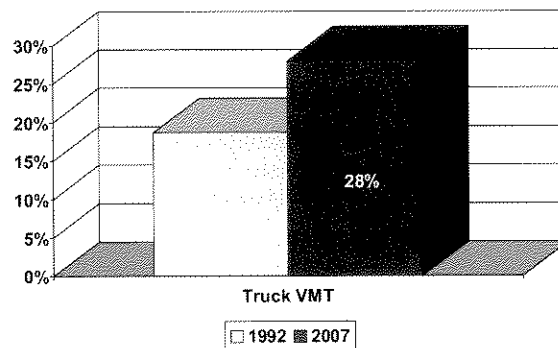
II. San Joaquin Valley Goods Movement System

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.

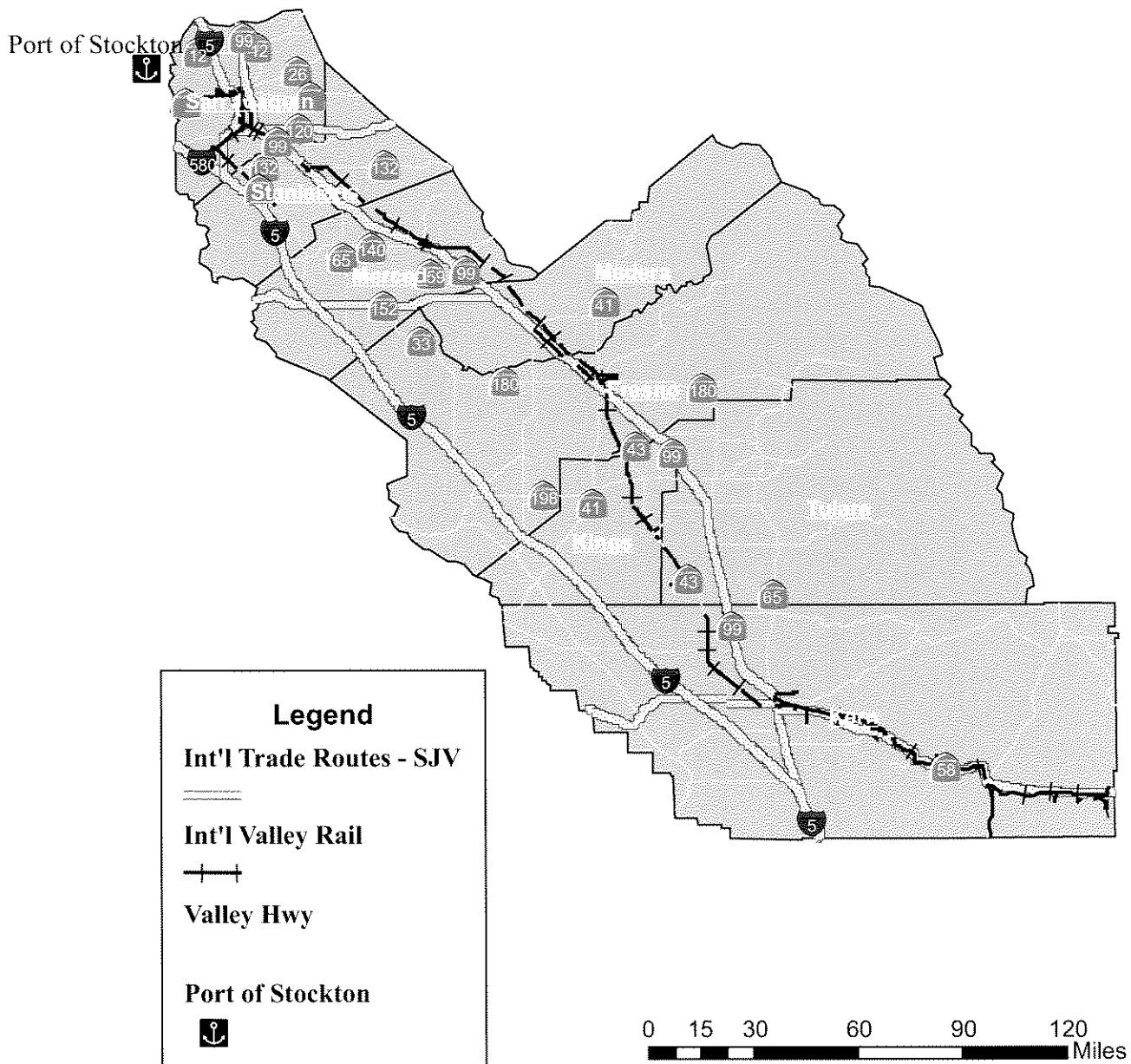
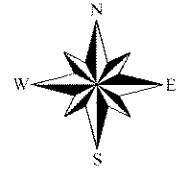
Highways

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

Exhibit 3

San Joaquin Valley Goods Movement System



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.

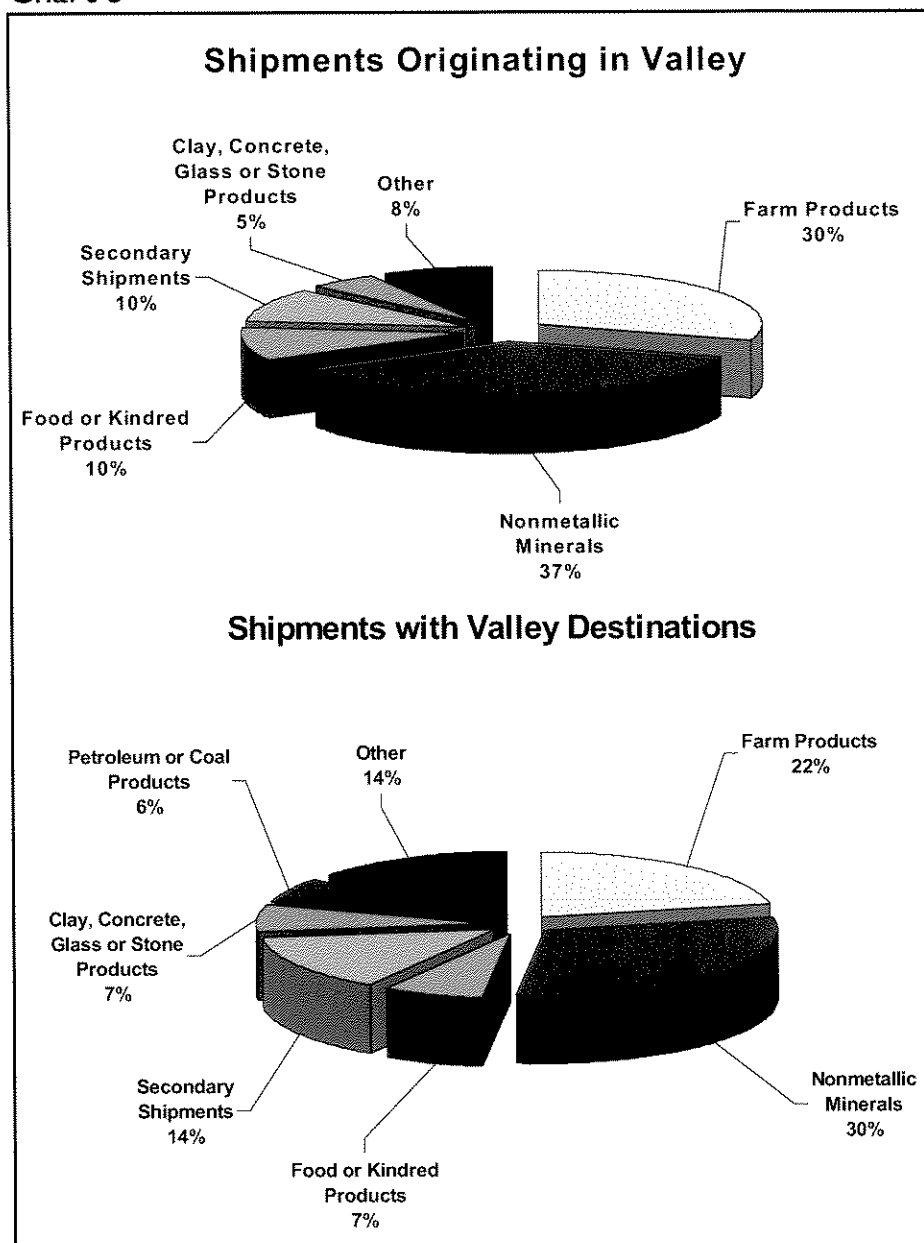
III. San Joaquin Valley Commodity Flow Analysis

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

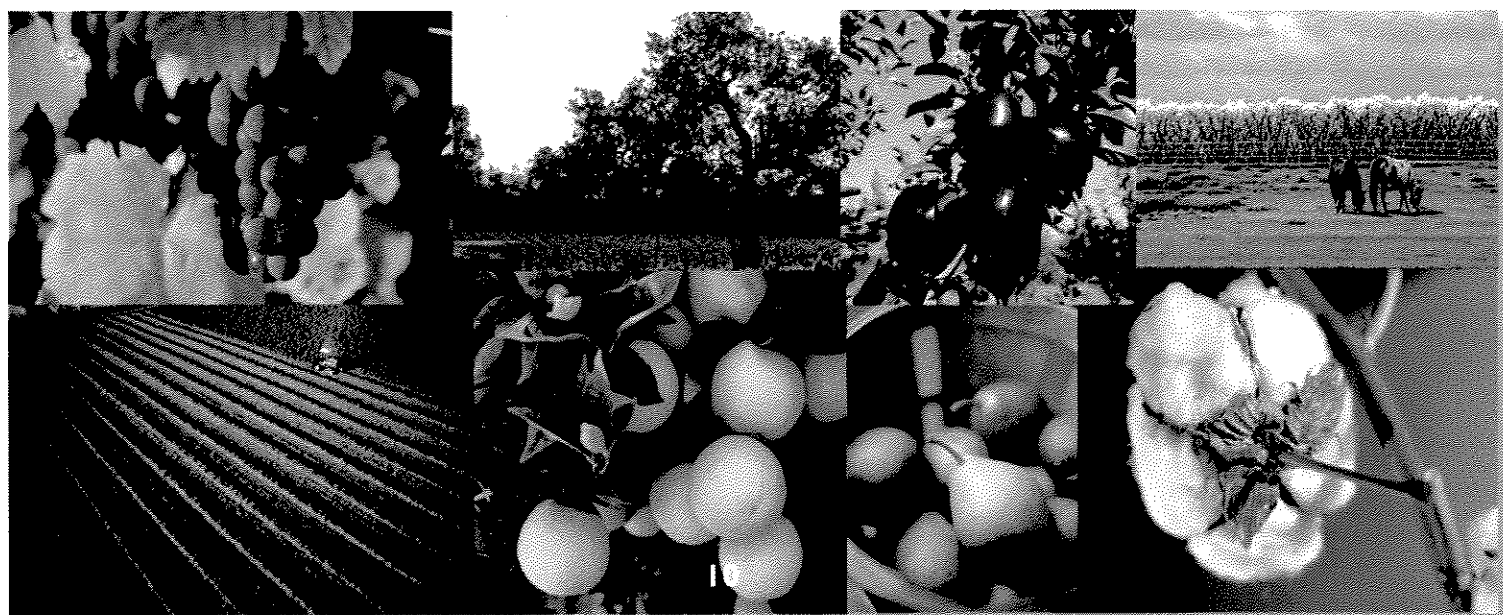
San Joaquin Valley's Leading Commodities		
Statewide Rank*	Leading Commodities*	Total Value*
1. Fresno County	Grapes, Almonds, Milk, Tomatoes, Cattle	\$4.64 bil.
2. Tulare County	Milk, Oranges, Cattle, Grapes, Alfalfa/Silage	\$4.36 bil.
3. Kern County	Almonds, Grapes, Milk, Citrus, Pistachios	\$3.54 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

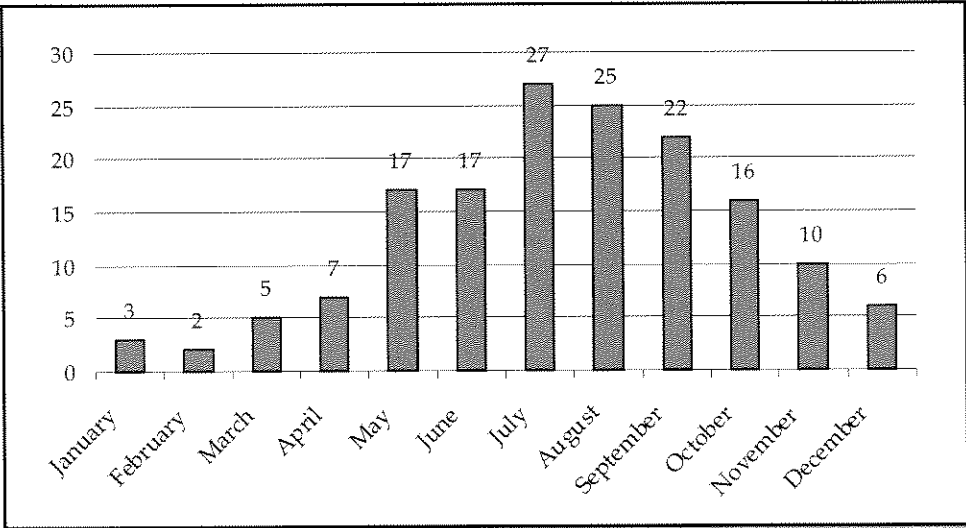
during peak periods. Data from both shippers and carriers confirms the presence of seasonal variations in shipping patterns. Both shippers and carriers indicated seasonal peaks in the summer and early fall (July to September).

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

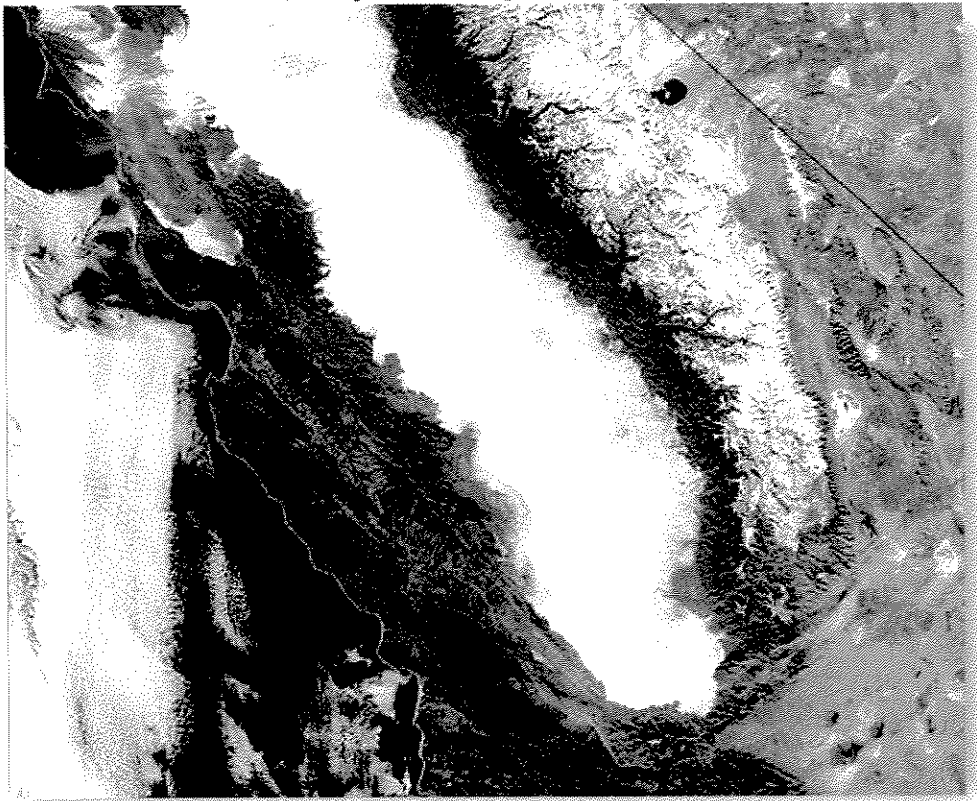
Source: California Air Resources Board - As quoted in Fresno Bee

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.

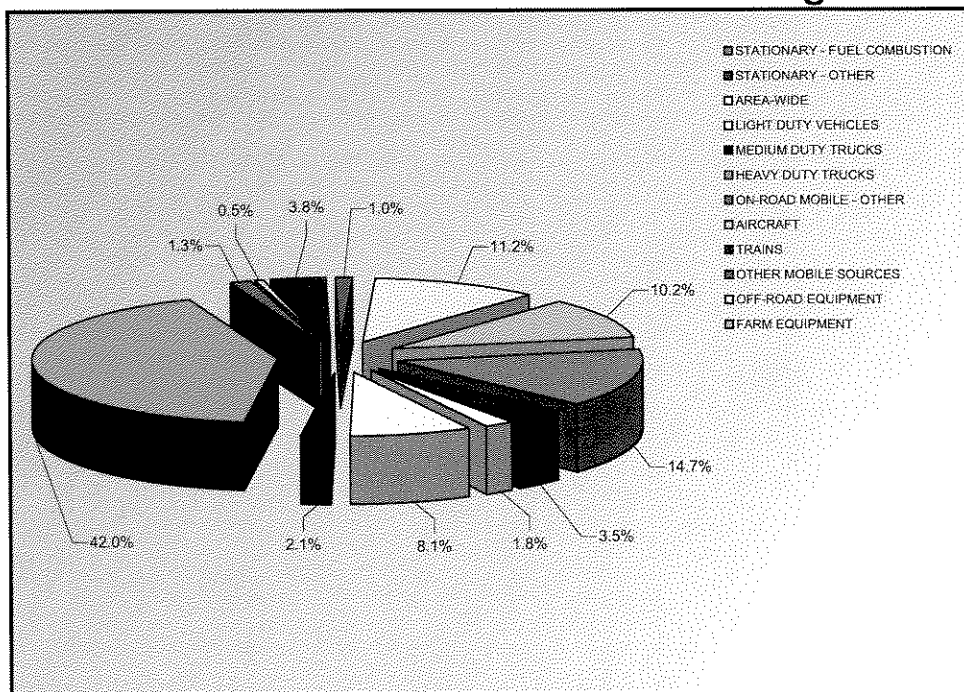
One of the most dangerous forms of primary particulate matter is PM_{2.5} produced by diesel engines. The state of California classifies diesel soot as a toxic air contaminant and ARB estimates that diesel soot from mobile and stationary sources is responsible for about 70% of the cancer risk associated 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.

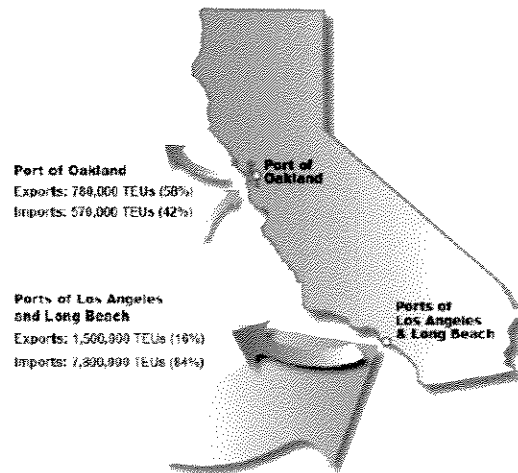
For years, goods movement planning policy in California has been port-centric, focusing extensively on increasing capacity at the points-of-entry to the nation--markedly at the ports of L.A. and Long Beach. While this continues to be an

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:

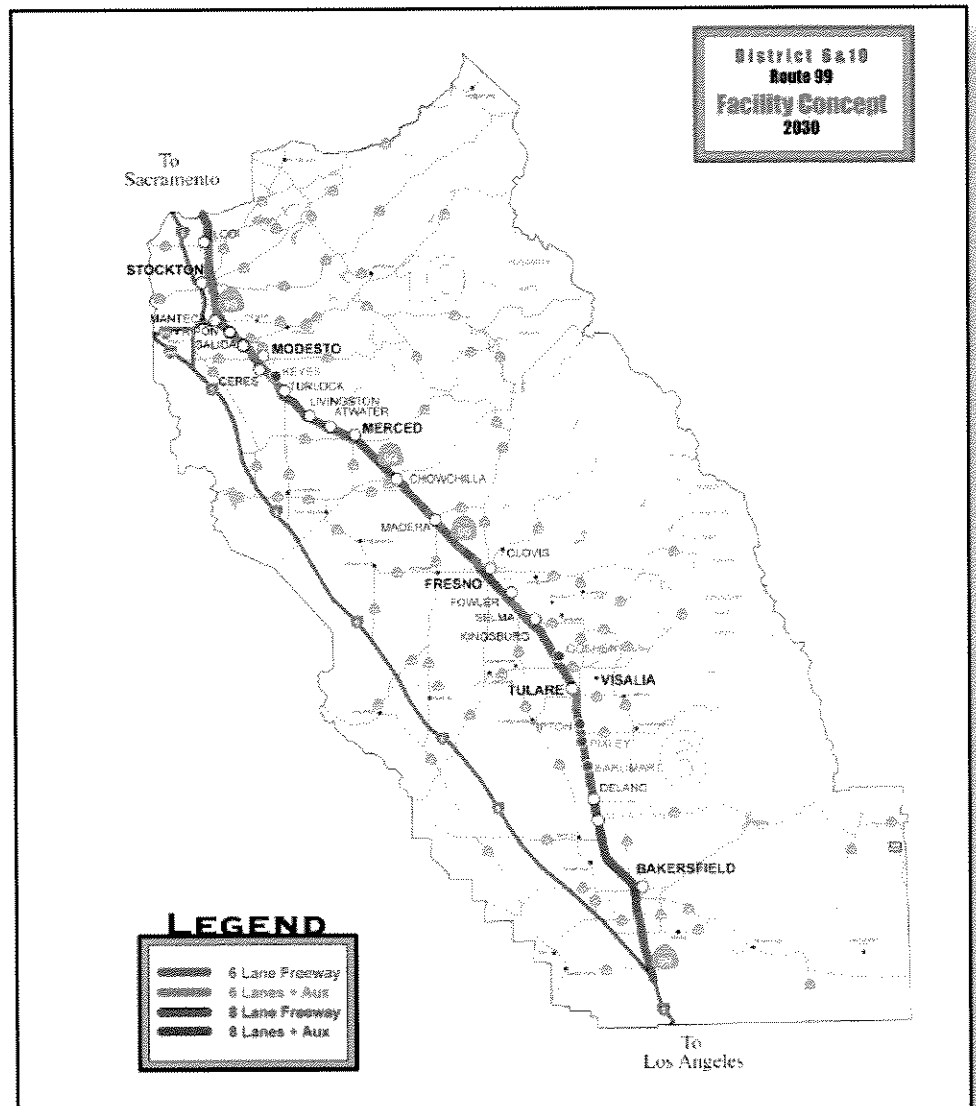
- Identify major projects that will improve safety, reduce congestion and facilitate efficient goods movement along the corridor.
- Achieve consensus among Caltrans and the Regional Transportation Planning Agencies in the San Joaquin Valley on the priority that will be given to projects.
- Identify a 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 S	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 S	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 I5	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

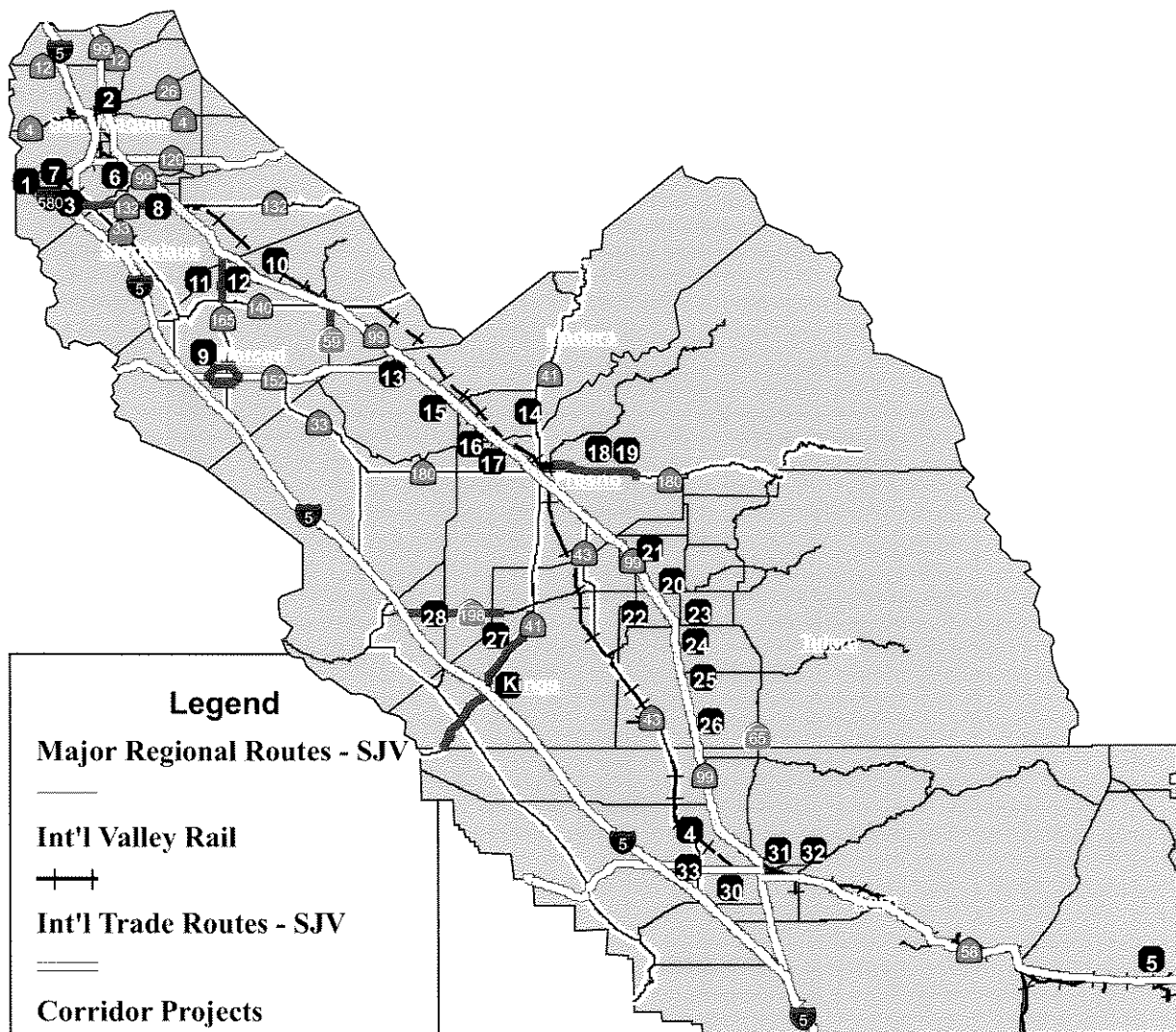
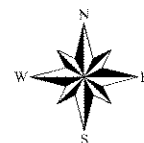
Total Cost: \$2,781,330,000

* 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

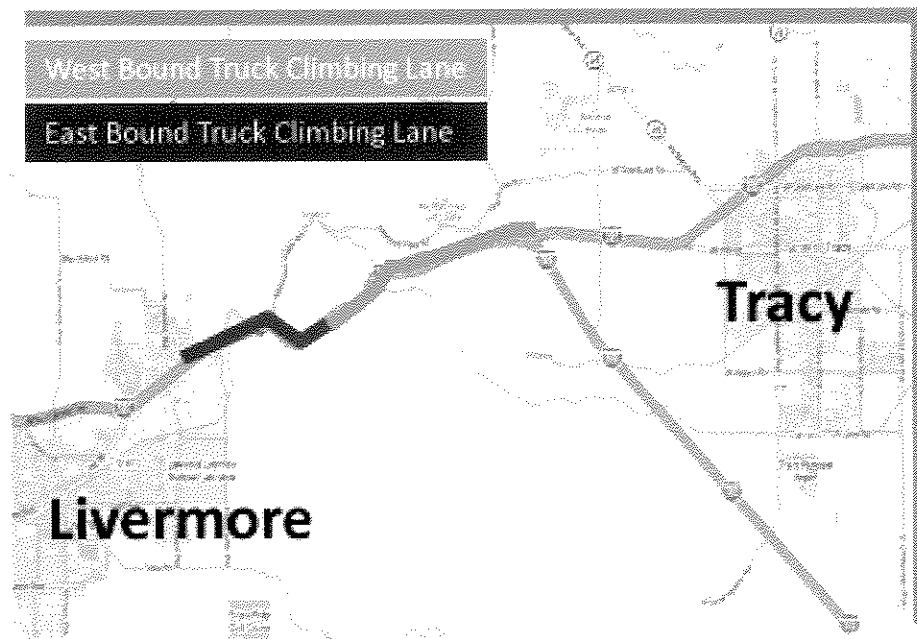
This proposed project involves the construction of a truck bypass lanes in the westbound direction on interstates 205 and 580 over Altamont Pass between Greenville Road (Livermore, Alameda County) and Hansen Road (Tracy, San Joaquin County) to provide operational improvement to the corridor.

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.

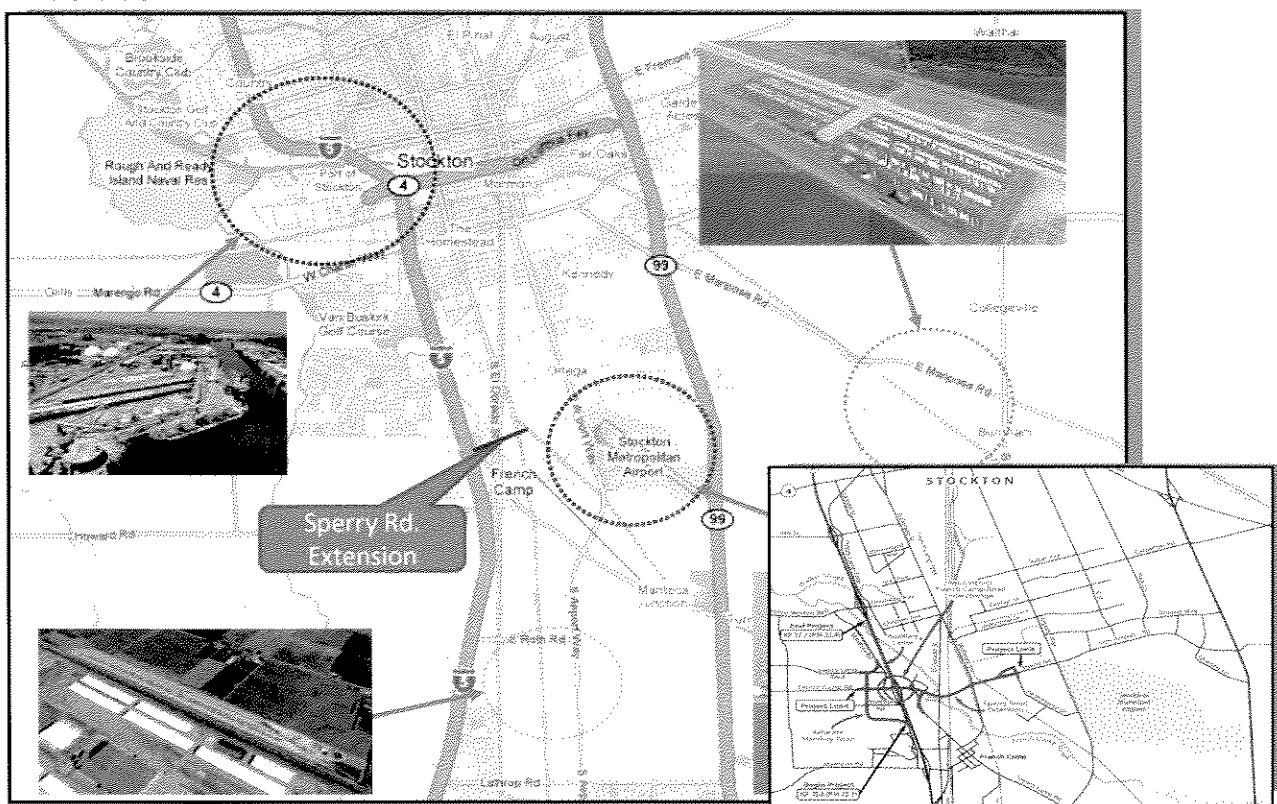
Sperry Road Extension

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

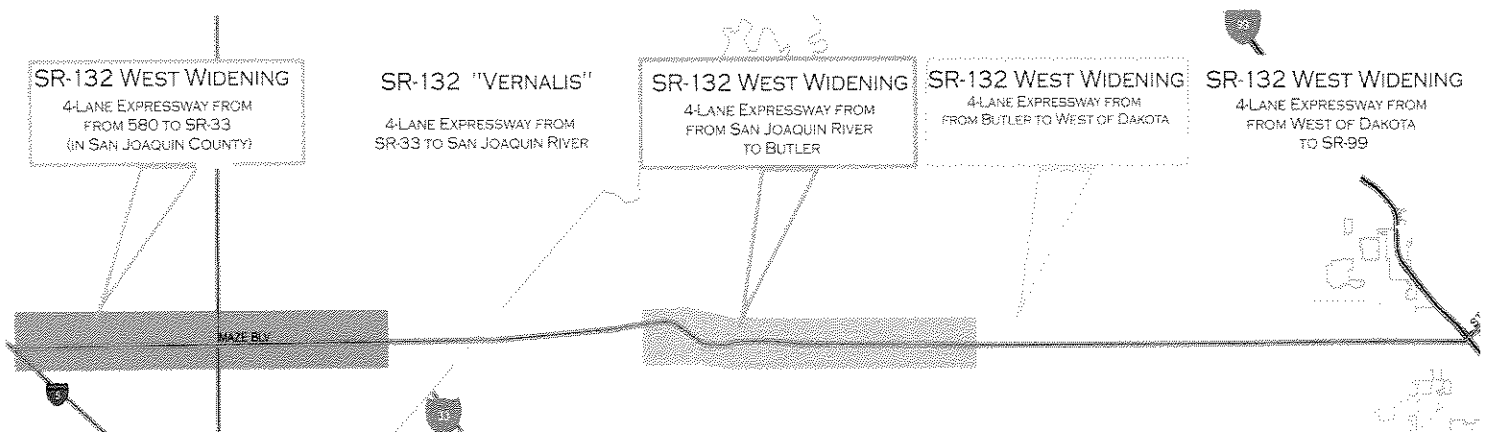
ground distribution of fresh farm products.

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.

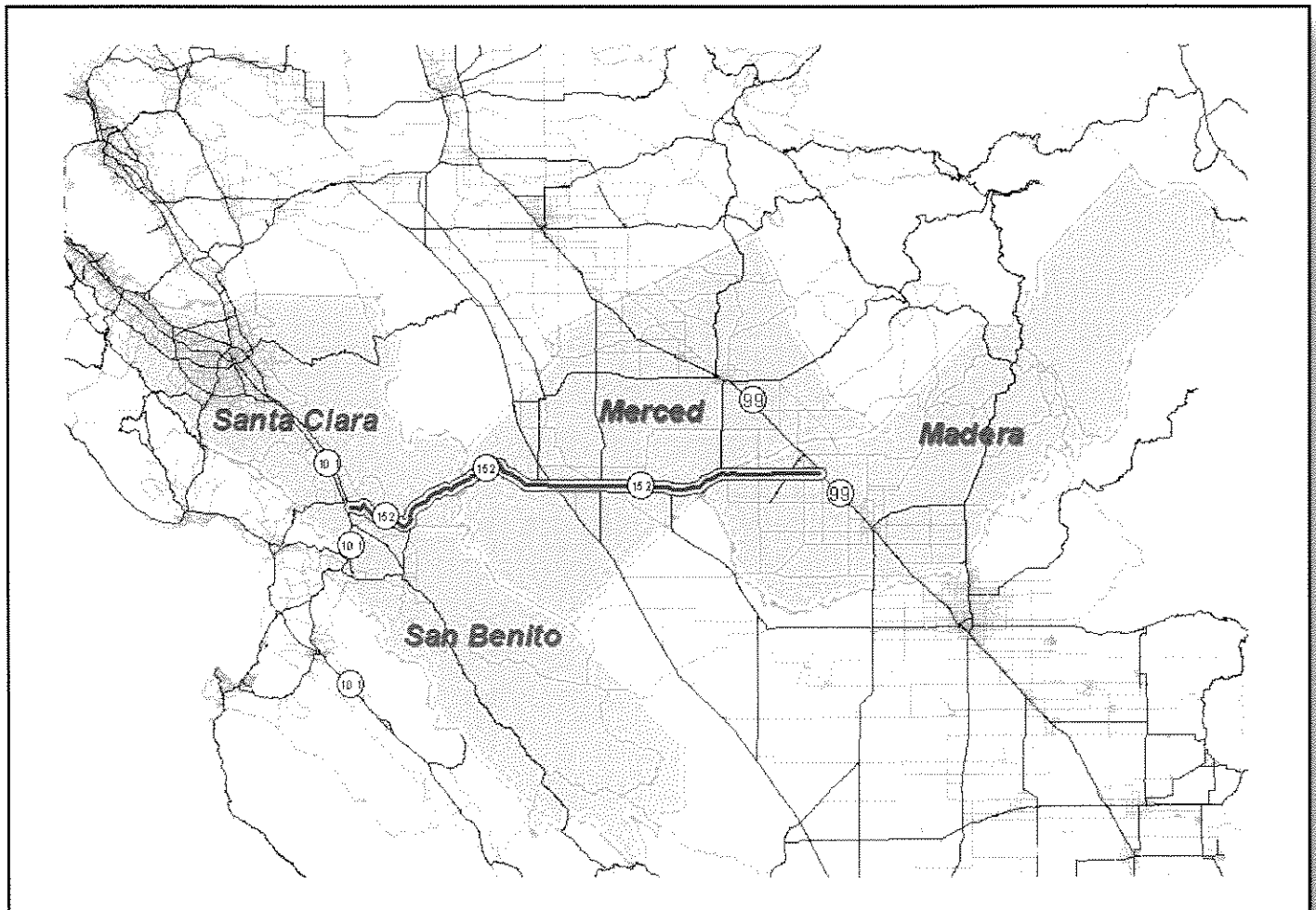
However, the I-580/I-238/I-880 corridor is already heavily congested. This level of congestion significantly diminishes goods movement capabilities, and the state economy suffers as a result. I-580 is the #2 most congested segment in the greater Bay Area. I-238 experiences congestion

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



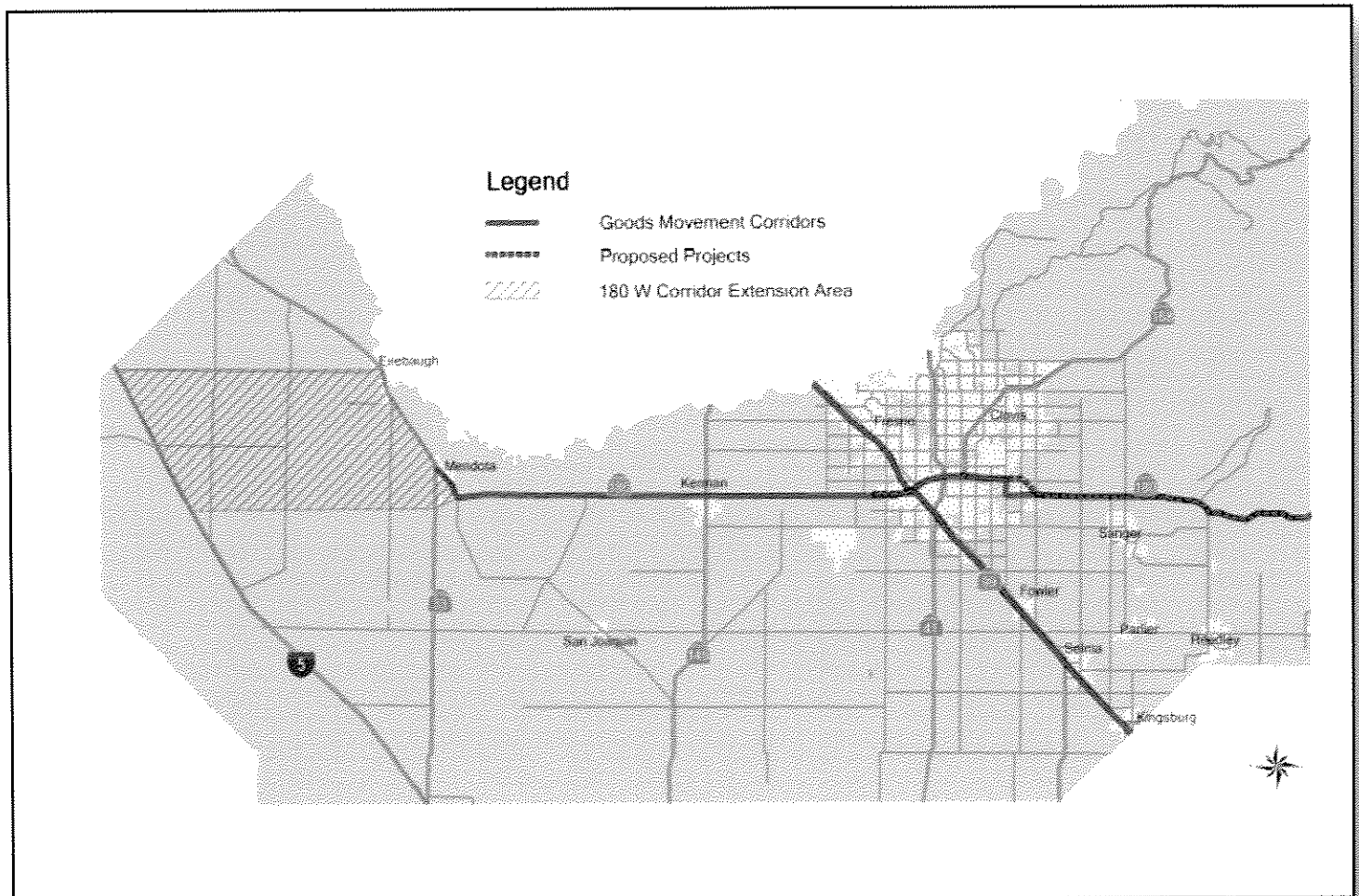
State Route 180 Corridor

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



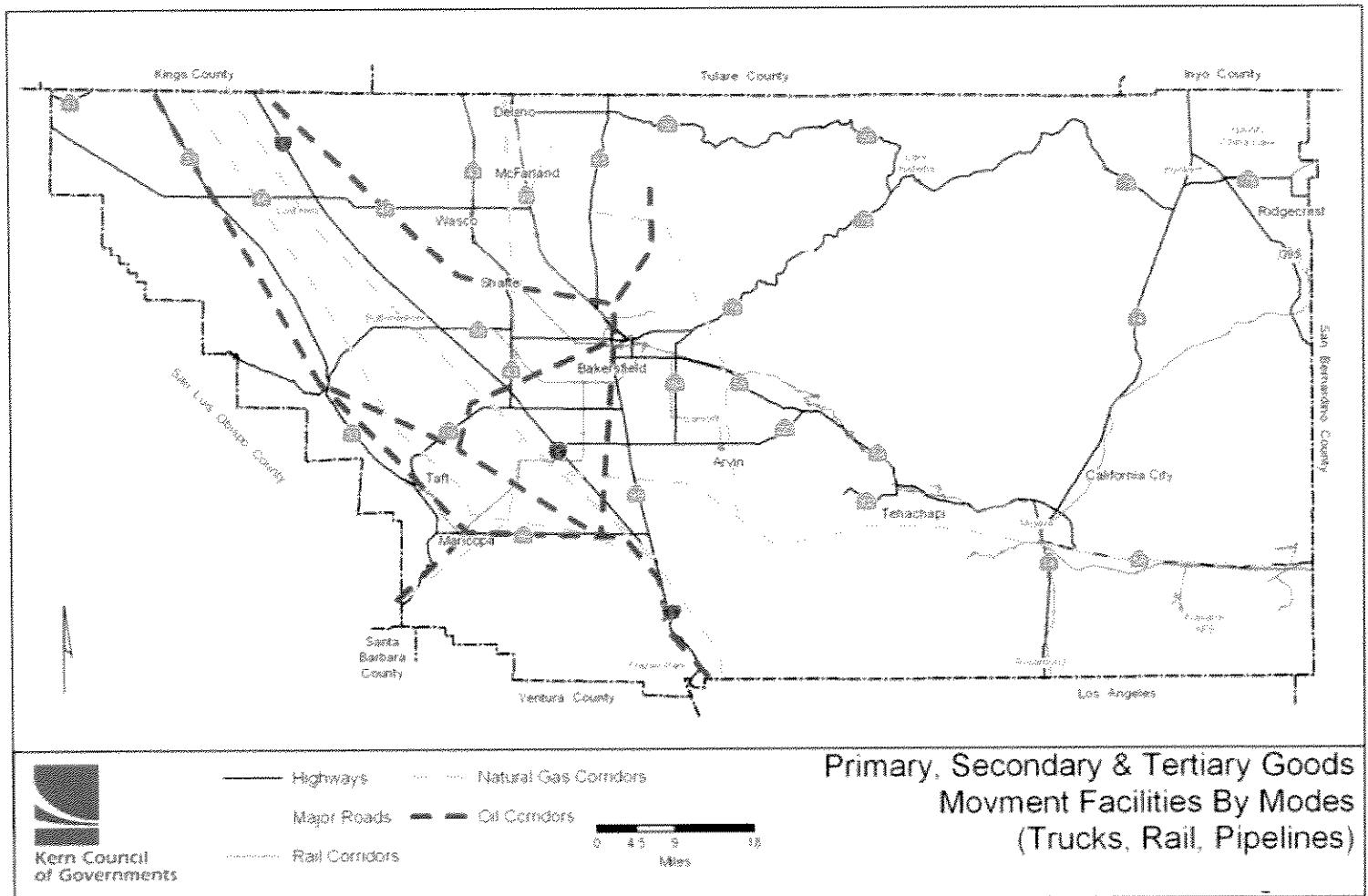
SR 198 is an interregional corridor that provides a vital east-west connection across the San Joaquin Valley, traversing through Tulare, Kings, and Fresno Counties and connecting SR 99 to Interstate 5. It also connects the central coast area of California to the Sierra Nevada Mountains. This is a high 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.

This corridor is becoming an increasingly important farm-to-market route. The reduction of delays and the increased free flow of goods and services to and from this area are important components to the economic vitality of this region. Efficient goods movement in Kings, Fresno, and Tulare Counties is essential to the vitality of the region's largest agricultural economy. Goods movement also plays a role in efforts to reduce the region's unemployment rate, which is one of the highest in the country.

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.

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)

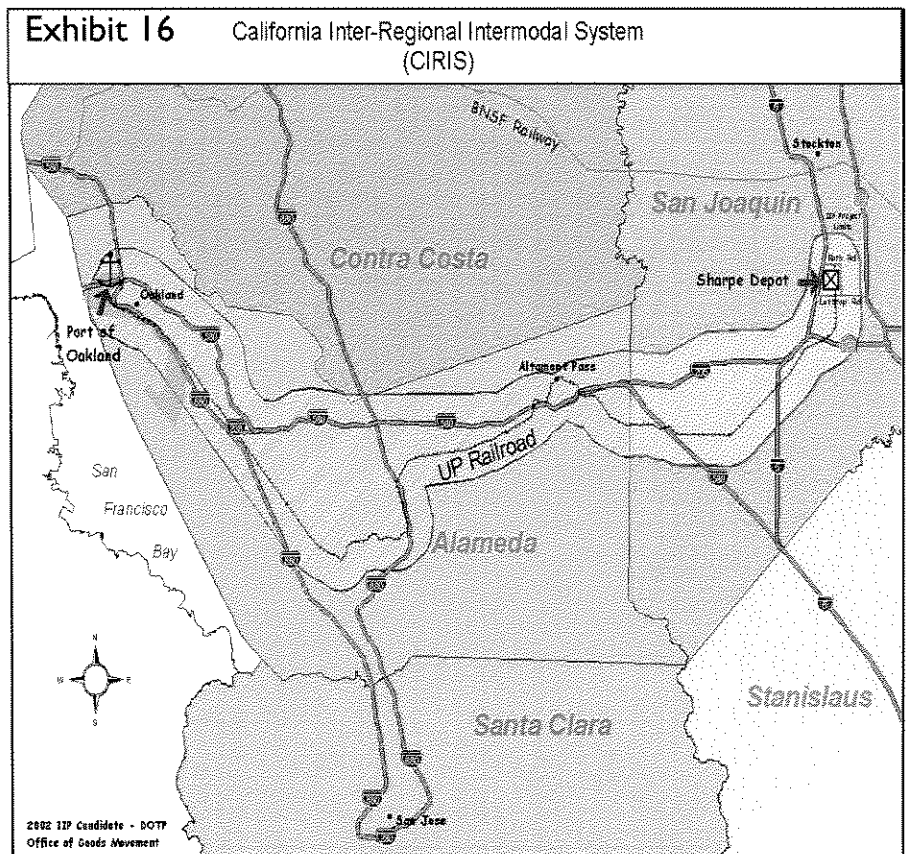
The substantial growth in the San Joaquin Valley as a regional and national distribution center for importers and exporters has created a growing freight transportation link between the San Joaquin Valley and the Port of Oakland. However, this growth is contributing to significant inland transportation 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

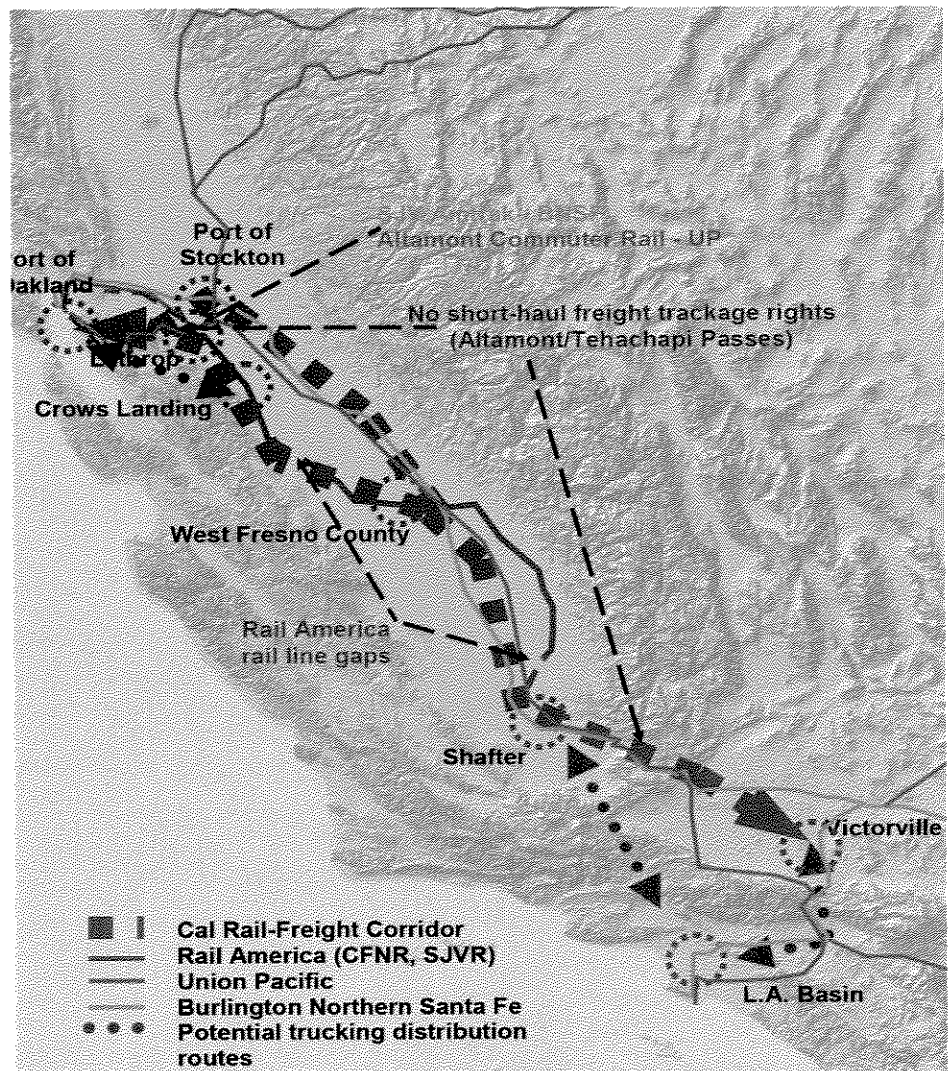
Rail & California Northern Rail) or a new rail entity altogether. This concept would potentially require purchase/leasing of trackage rights on the Mococco or Altamont Pass line from Union Pacific between Tracy and the Port of Oakland. There is also potential for rail line improvements between Los Banos 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

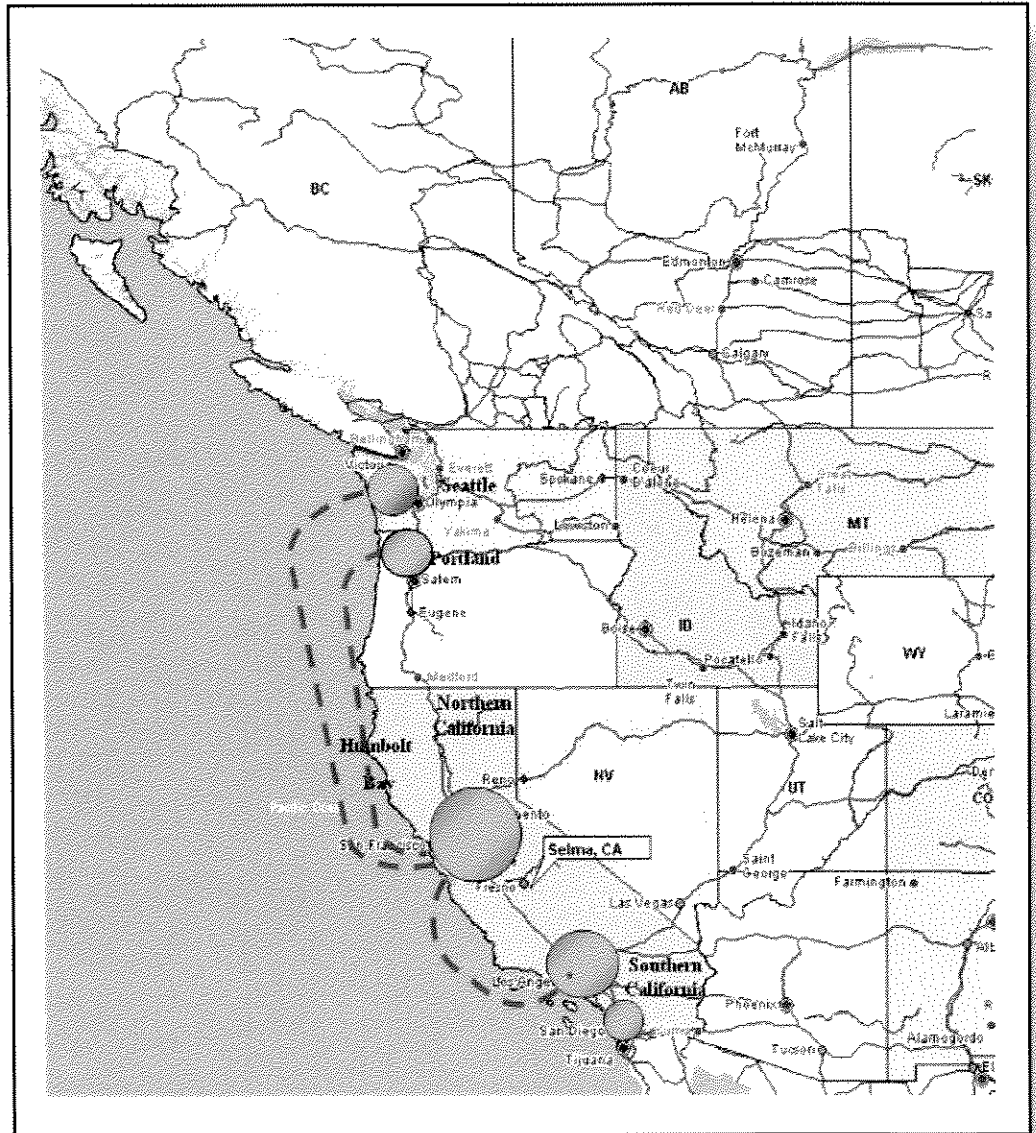


Stated simply, Short Sea Shipping is the diversion of domestic and international cargos that traditionally move by highway from major metropolitan areas to major metropolitan areas by *water* along coastal routes. It also involves the diversion of international cargos from large municipal ports to the 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);

- ## 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.

Local & State



Judge dismisses church-abuse lawsuit against Mexico's Cardinal Norberto Rivera. **INSIDE, B3**

Streetcar plan hits roadblock

Fresno council wants to halt spending for it.

By Brad Branam
The Fresno Bee

A majority of the Fresno City Council wants to put the brakes on Mayor Alan Autry's proposal for a streetcar, raising yet more opposition to his revitalization plans for downtown.

The council voted 4-3 on Tuesday to have the city attorney draft a resolution that would instruct the administration not to spend any more money

on the streetcar proposal. The proposed \$60 million streetcar project, a central part of Autry's downtown revitalization plan announced several months ago, would run on a two-mile rail line between downtown and the Tower District.

Council members already have expressed opposition to another major feature of Autry's revitalization plan, a downtown riverwalk.

Council members critical of the

streetcar proposal spent more time Tuesday complaining about the handling of the plan than the streetcar idea itself, although some dislike the idea, too.

Since proposing a downtown streetcar, the administration has obtained approval for \$250,000 for a streetcar study from the Measure C transportation sales-tax fund.

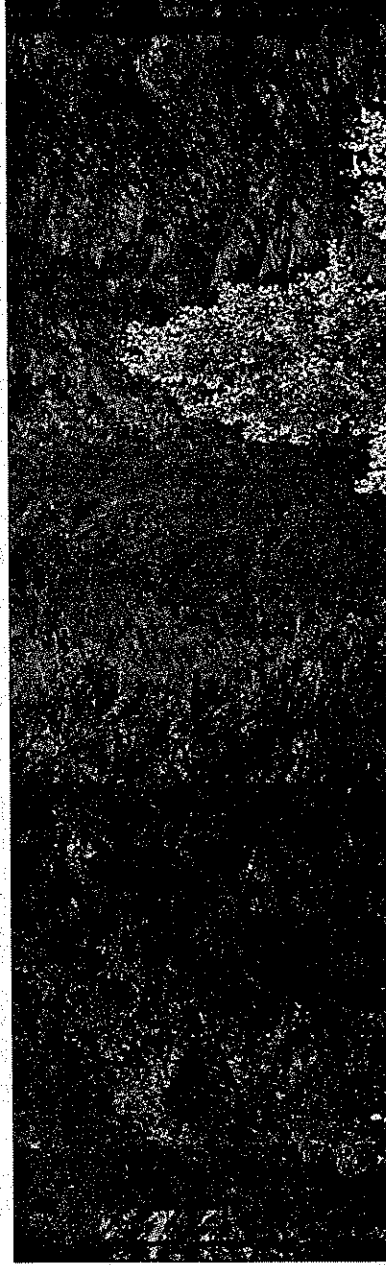
Some council members said they were upset they never were told about the administration's request for fund-

See DOWNTOWN, Page B4

In other action

- The Fresno City Council approved a lease and development agreement between the city and LPEG Partners for parking lot space next to Selland Arena downtown. The land is planned for mixed-use with residential, commercial and office space and an ice rink.
- Approved annexing an area in southeast Fresno off Minnewawa Avenue into a community facilities district at the request of property owners. Community facilities districts provide streetlights, landscaping and other services.

THE COLOR OF SUNNY



Hillary Clinton sets rally in Fresno

Democratic presidential

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id she worries that county is giving up contributions could unjust salaries in coming years. comfortable having our judges that are constitutional criteria," said. "That bothers me." es received an 8.5% increase beginning of the push to raise their salaries so was bothered that used the current total pension — \$93,000 — point for the discussion salary without and self-backs was fair, ad leaders are compensated and vacation hours ever need to use since ave to report to bosses, ie clock or even work a of hours each week. urs equated to about y year and a \$27,570 i they left the county rs in office. e system that's being , they were paid a ry and given \$15,000 in phone, car and expense nents. th the sold-back hours, ome about \$93,000. rter can be reached at edsun-star.com or 53.

une 10 sires turned up significant issues that have held up the program, Hysen said.

riously and that the department is planning to take actions that keep inmates and

► The reporter can be reached at afurillo@sacbee.com or (916) 321-1141.

Downtown: \$250,000 OK'd for streetcar study

Continued from Page B1

ing from the Council of Fresno County Governments. The Council of Governments administers revenues from the sales tax, which was renewed by voters last fall.

"Somebody is going outside the process to get someone's dream, a trolley," said Council Member Brian Calhoun, who placed the issue on the council's agenda. "This process is out of control," he added.

City Manager Andy Souza said city staff wanted a study before bringing the project to the council for approval.

Then city staff could answer council member questions, such as how much it

will cost to operate the streetcar and how much revenue it will generate, Souza said. If the council passes a resolution opposing a streetcar study, the administration would be bound to follow it, City Attorney James Sanchez said. However, Autry could veto the resolution, and the council would need five votes to override a veto.

But the Council of Governments will have to re-evaluate its decision to award funding for the streetcar study, as well as how it handles future funding requests from Fresno, Executive Director Barbara Goodwin told city officials at the meeting. The Council of Governments board will have to decide what, if anything, to do with the streetcar funding, she said. The board is made up of one county supervisor and

an elected official from each of the county's 15 cities.

City staff gave the Council of Governments board the impression that both the administration and the City Council supported the streetcar study, Goodwin said. The Council of Governments will need to make sure the administration and the council both agree on the city's future funding requests, she said.

The transportation sales tax is expected to generate \$1.7 billion in revenue. Most of the money will pay for a list of already approved projects, but another 15% goes to Fresno County and the cities for discretionary transportation spending.

► The reporter can be reached at bbranan@fresnobee.com or (559) 441-8679.

Wal-Mart: City limits store hours from 5 a.m. to midnight

Continued from Page B1

hours. Instead of a 24-hour store, the council backed 5 a.m. to midnight as operating hours because of police concerns about crime.

Wal-Mart spokesman Aaron Rios said he was "positive overall" about the council's decision.

"We are pleased with getting the development approved, and there is always the ability to come back and seek 24 hours," he said.

"I want to make sure there is as much public input as possible," Magsig said.

► The reporter can be reached at mbenjamin@fresnobee.com or (559) 441-6166.

York senator — for help in arranging the event.

"They have come to our office," said Sarah Reyes, Arbuckle's chief of staff. "We have taken time off to show them around the city, and they are working on a potential visit."

Clinton's visit comes as her campaign reported another strong fundraising effort in the most recent quarter, with \$35 million cash on hand at the end of last month. That amount bested her chief Democratic rival — Illinois Sen. Barack Obama — and far outdistanced Giuliani, who was the top Republican fundraiser.

Locally, however, her fundraising has been limited.

According to the nonprofit Center for Responsive Politics, Clinton has raised just \$4,000 thus far from the Fresno metropolitan area. That amount is far behind Giuliani, Romney, McCain and Edwards and slightly less than Obama has raised.

"There's a lot of Edwards supporters here," MacDougall noted, "but [Clinton] will do well. I think she'll win the Valley."

► The reporters can be reached at jellis@fresnobee.com, plopez@fresnobee.com or (559) 441-6330.

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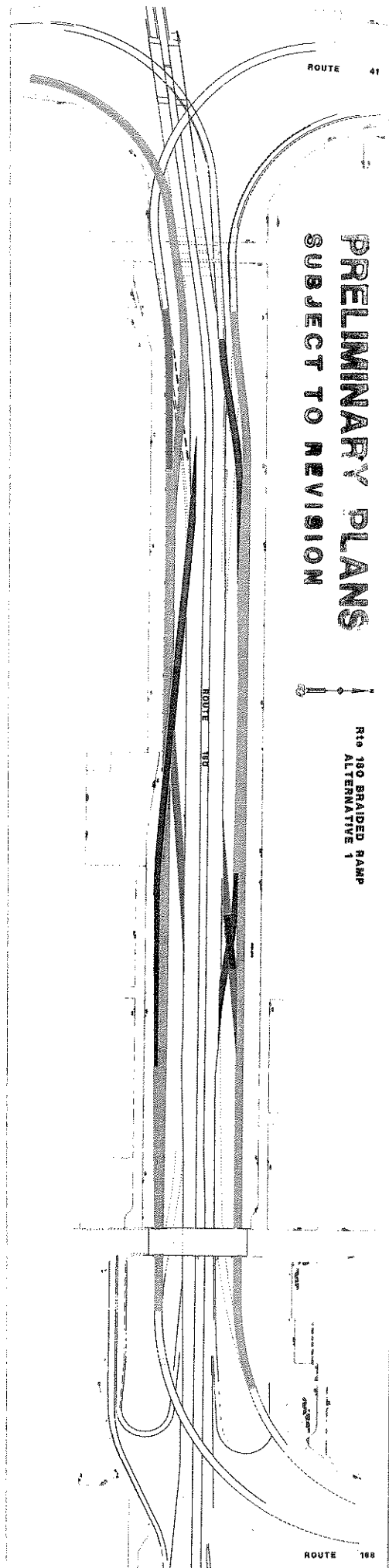
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ALTERNATIVE 1



ALTERNATIVE 2

