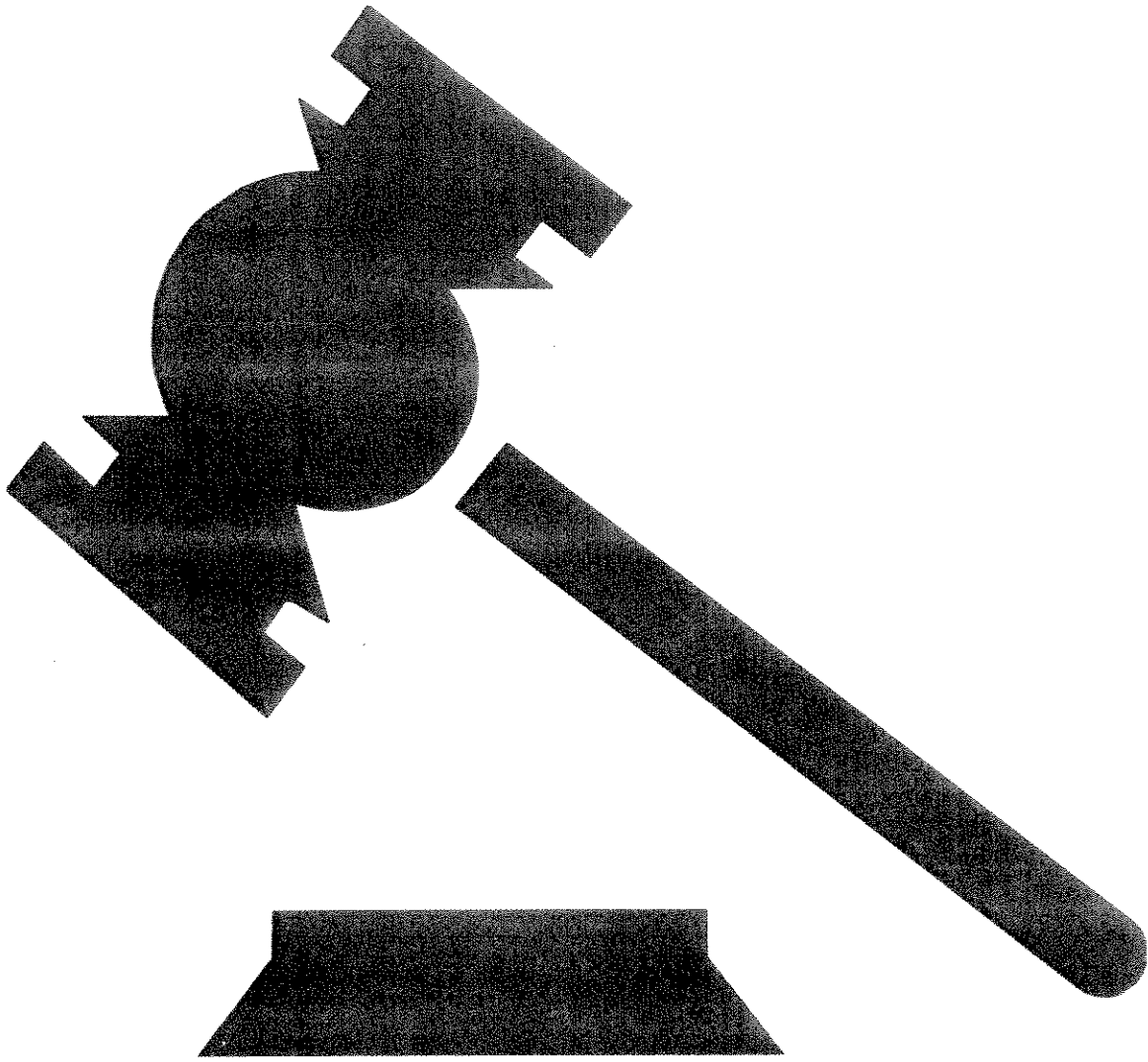




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A.***

Caltrans Transportation Planning Grant Proposals

Applications Due January 11, 2008

Grant	Community-Based Transportation Planning
Partner/Contact	City of Fresno
Grant Request	\$300,000
Local Match 20%	\$75,000 (non-State and non-federal funds required and up to half of the amount can be in-kind contributions)
COG	In-kind (amount to be determined)
City and/or partners	Cash (amount to be determined)
Proposed applicants:	Applicant: Fresno COG Co-Applicants: City of Fresno, Tree Tops and San Joaquin River Parkway and Conservation Trust
Purpose:	This grant proposal will seek funds for Tree Tops and San Joaquin River and Conservation Trust to evaluate environmental issues related to major regional corridor and river crossings between Madera and Fresno Counties. The project will incorporate and expand upon existing environmental studies.
Grant	Partnership Planning
Partner/Contact	City of Fresno
Grant Request	\$300,000
Local Match 20%	\$75,000 (non-federal funds or in-kind contribution)
COG	In-kind (amount to be determined)
City and/or partners	Cash (amount to be determined)
Proposed applicants:	Applicant: Fresno COG Co-Applicant: City of Fresno
Purpose:	This grant proposal will develop a consensus base between local entities to build a base of communication about a coordinated regional land use policies framework to implement any proposed high capacity multi-modal corridor system adopted in the Fresno Blueprint Process. This project will be performed in partnership with Caltrans.

Grant	Statewide Transit Planning Studies
Partner/Contact	Tree Tops - Lee Ayres
Grant Request	\$300,000
Local Match 11.47%	\$38,868 (non-federal or in-kind contributions)
COG	In-kind (amount to be determined)
City and/or partners	Cash (amount to be determined)
Proposed applicants:	Applicant: Fresno COG Co-Applicant: City of Fresno, Tree Tops, Sierra Club and other local ag-land preservation groups
Purpose:	This grant proposal will define urban forest, organic agriculture, and environmentally sensitive areas that would form permanent boundary along any proposed high capacity multi-modal corridor system adopted in the Fresno Blueprint Process. This project will be performed in coordination with the Fresno County Land Buffer Task Force.
Grant	Transit Professional Development
Partner/Contact	City of Fresno
Grant Request	\$50,000
Local Match 11.47%	\$6,478 (non-federal funds or in-kind contributions)
City 11.47%	\$6,478 City will fund full amount w/no request of cash or in-kind contribution from COG
Proposed applicants:	Applicant: Fresno COG Co-Applicant: City of Fresno
Purpose:	The grant proposal will invite experts from other areas of the U.S. and Canada who have developed world class Transit Oriented Developments (TODs) to present workshops, trainings, and/or seminars on how they did it from concept to final outcome. Trainings would be open to land use planners, transit planners, and operators from Caltrans and other jurisdictions in the region.

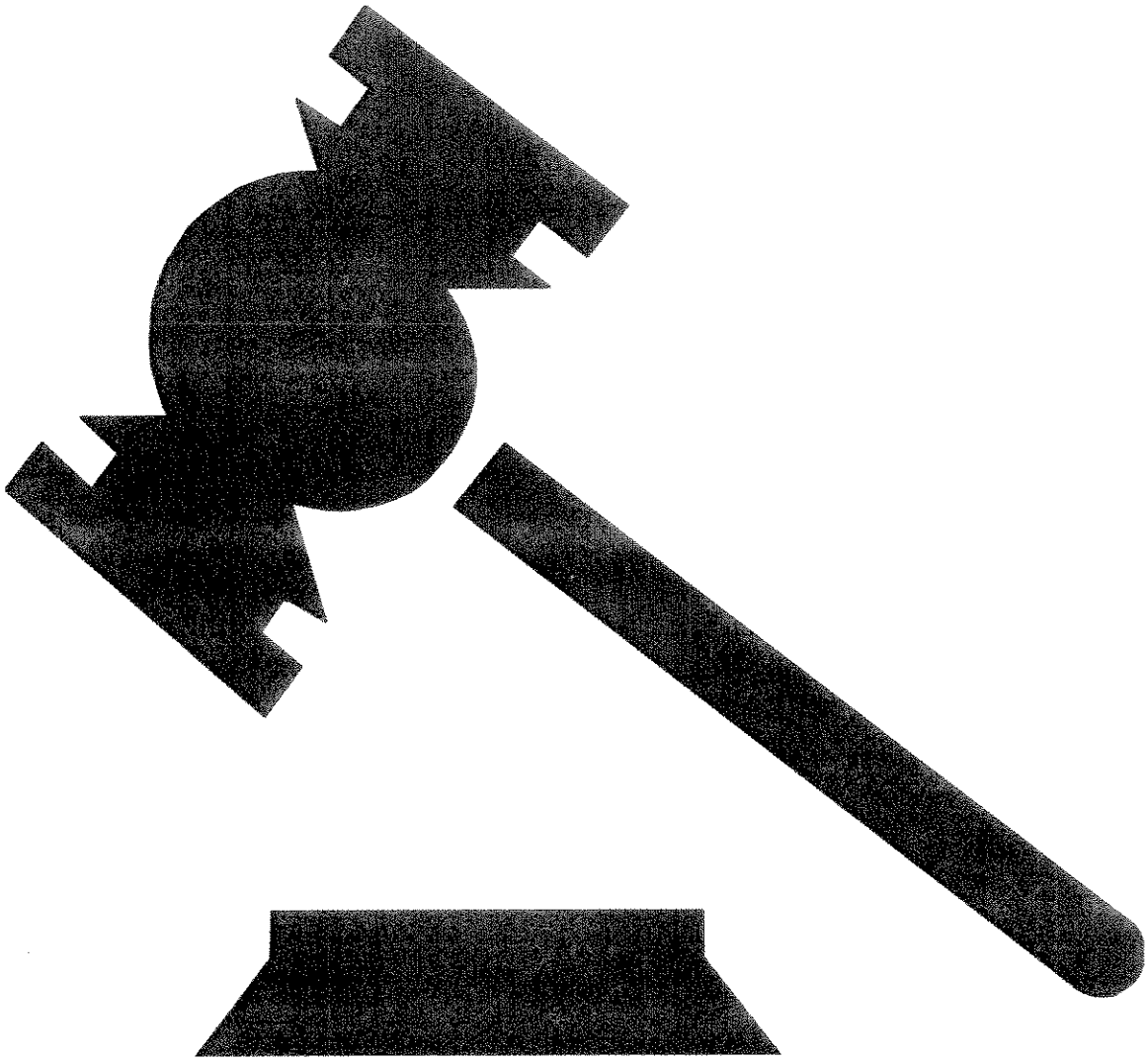
Grant	Environmental Justice: Context Sensitive Planning
Partner/Contact	City of Fresno
Grant Request	\$250,000
Local Match 10%	\$27,777 (non-State and non-federal funds required and up to half of the match can be in-kind contributions)
City 10%	\$27,777 City will fund full amount w/no cash or in-kind contribution being requested of COG
Proposed applicants:	Applicant: The City of Fresno Transportation, Planning and Development Departments.
Purpose:	This grant proposal will promote public engagement and community design input into the planning and development of land-use and transportation infrastructure along the Bus Rapid Transit Route on Kings Canyon/Ventura Blvd. from Fowler Ave. to Downtown. Special attention will be given to Transit Oriented Development and effective mixed-use development design.

► **Total Amount of 5 Grant Requests: \$1.2 million**

► **Total Amount of Local Match Required: \$223,123**

► **Total Amount of 4 Grant Requests Where COG is Applicant: \$950,000**

► **Total Amount of Local Match Required on 4 Grant Requests: \$195,346**



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C.***

Preliminary Estimate

Public Transportation Modernization, Improvement and Service Enhancement Account

APPROPRIATION TO TRANSIT AGENCIES

10/31/07

PUC 8879.55(a)(2) POPULATION 7,232,920 (Distributed by MPO)
PUC 8879.55 (a)(3) OPERATOR 984,553 (Distributed by SCO)

2007/08 Fund Estimate Per State Controller

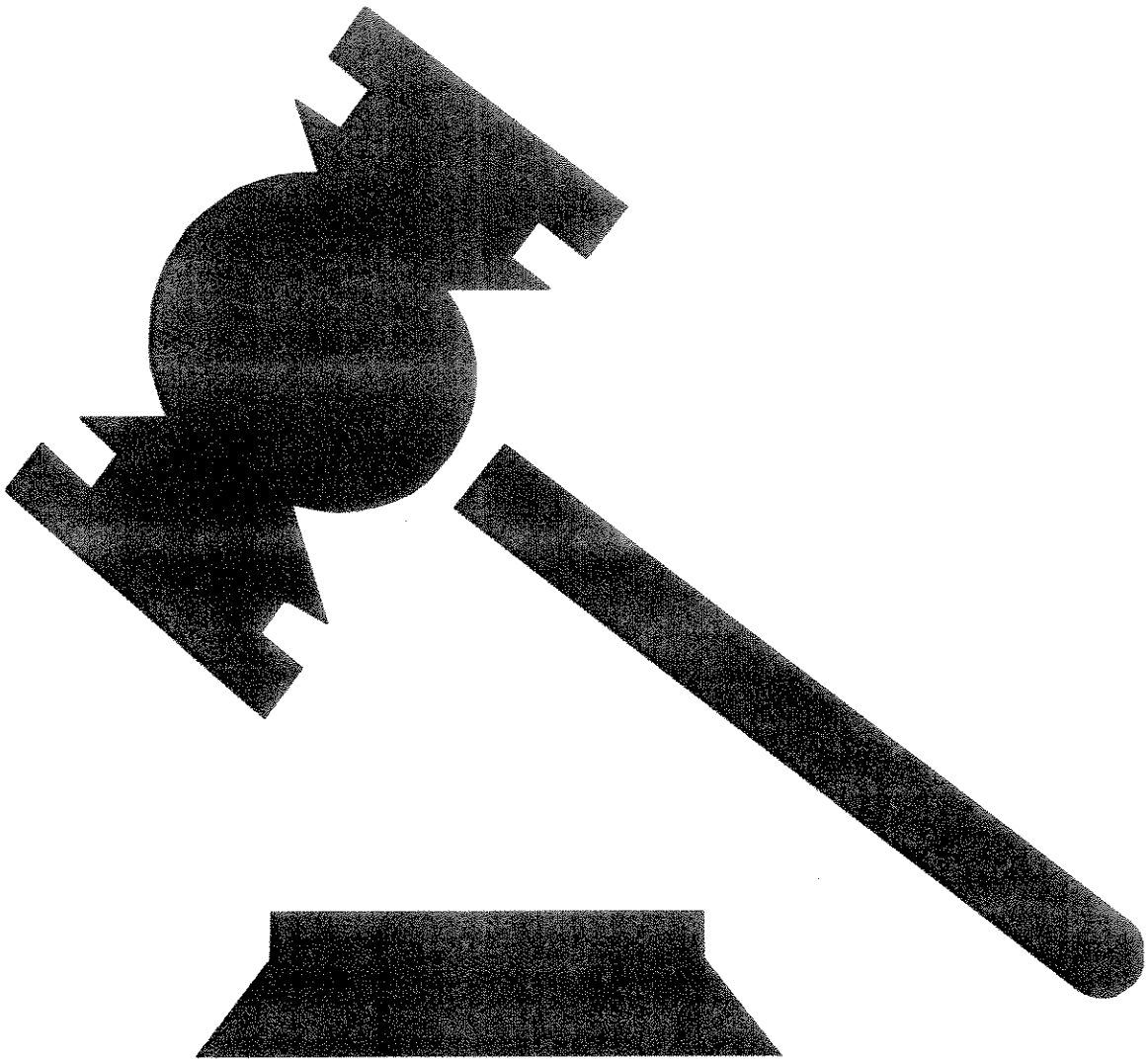
8,217,473

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 8879.55(a)(3) OPERATOR	NET FOR 8879.55(a)(2) POPULATION	Clovis Transit	FAX	FORTA
Clovis	92,269	10.04%	735,257	9,142	726,115	735,257		142,132
Coalinga	18,061	1.97%	142,132		142,132			52,663
Firebaugh	6,692	0.73%	52,663		52,663			41,653
Fowler	5,293	0.58%	41,653		41,653			
Fresno City	481,035	52.34%	4,717,790	932,263	3,785,527		4,717,790	
Huron	7,493	0.82%	58,966		58,966			58,966
Kerman	13,591	1.48%	106,955		106,955			106,955
Kingsburg	11,234	1.22%	88,406		88,406			88,406
Mendota	9,426	1.03%	74,178		74,178			74,178
Orange Cove	10,544	1.15%	82,976		82,976			82,976
Parlier	13,080	1.42%	102,934		102,934			102,934
Reedley	24,909	2.71%	196,022		196,022			196,022
Sanger	24,877	2.71%	195,771		195,771			195,771
San Joaquin	3,870	0.42%	30,455		30,455			30,455
Selma	23,194	2.52%	182,526		182,526			182,526
Fresno Co.	173,535	18.86%	1,365,641		1,365,641 *	10,762	1,057,122	297,757
FCRTA			43,148	43,148				43,148

TOTALS	919,103	100.0%	8,217,473	984,553	7,232,920	746,019	5,774,912	1,696,542
			8,217,473	984,553	7,232,920			8,217,473

*Basis - County contribution to Transit 2007/08

	LTF/STA	PTMISEA
Clovis	22,271	10,762
FAX	2,187,710	1,057,122
FCRTA	616,207	297,757
Total	2,826,188	1,365,641



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. D.***

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**

**Kings County
Association of
Governments**

**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:

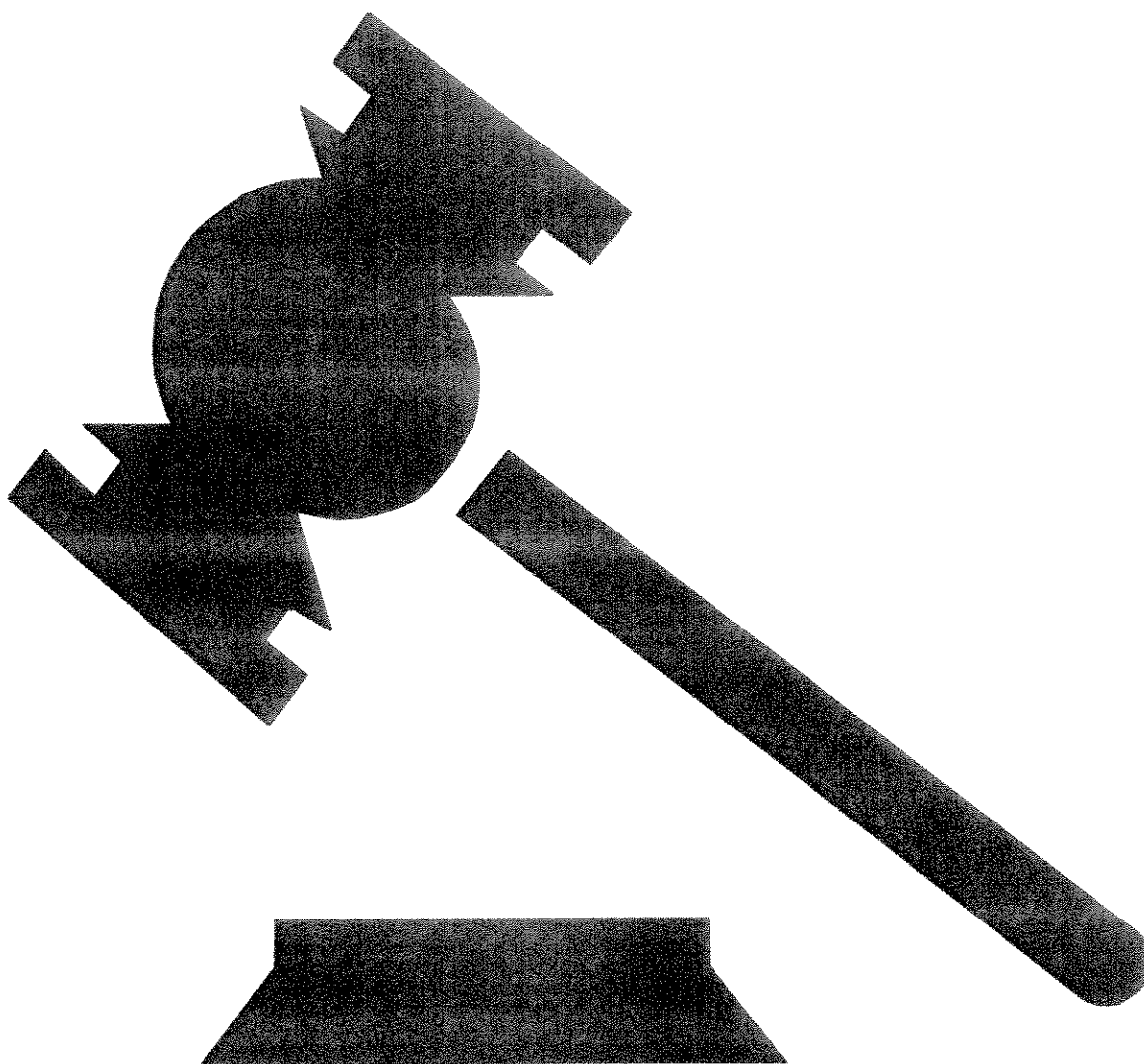
- Request that an additional hearing on the Central Valley-Bay Area corridor be scheduled by the High Speed Rail Authority in Stockton in Early September.
- Submit a letter to Representative Costa supporting Federal High Speed Rail Authority.
- Encourage CTC and Caltrans to find a solution to keep the \$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)



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.***

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o San Joaquin COG • 555 E. Weber Ave. • Stockton, California 95202 • 209-468-3913 • FAX 209-468-1084

October 5, 2007

Mr. Dale Bonner, Secretary
Business, Transportation and Housing Agency

Subject: San Joaquin Valley RTPA Trade Corridor Projects Hot List

Dear Secretary Bonner:

The eight San Joaquin Valley RTPAs have worked collaboratively to identify projects vital to both the regional, as well as, national movement of goods. The product of this regional endeavor is the *2007 San Joaquin Valley Regional Goods Movement Action Plan*.

This document is a framework which details three major topics of goods movement in the San Joaquin Valley. First it provides background information and highlights goods movement issues facing the San Joaquin Valley. Secondly, it describes and explains the goods movement system currently in place. Thirdly, it identifies projects strategically targeting system-wide improvements.

As part of the development of this plan, a two-tiered list of San Joaquin Valley Trade Corridor Projects has been developed. Combined, these two tiers represent the San Joaquin Valley's top priority goods movement projects. Tier I projects are top priority regional goods movement projects considered to meet all of the three key criteria:

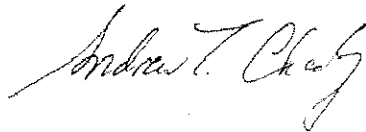
- 1) Trade Corridors of National or International Significance (and)
- 2) Have an identified local match of 50% (and)
- 3) Have an identified delivery date.

The Tier I Projects List is the San Joaquin Valley RTPA Trade Corridor Projects *Hot List*.

Attached is a list of the Tier I projects. All projects are listed in geographic order from North to South and have not been prioritized.

Please give these lists a final review. If you have any questions or comments, please contact Tony Boren or Tom Webster at 559.233.4148.

Sincerely,



Andrew T. Chesley
Executive Director

Cc: John Barna, Executive Director
John Bougart, BT&H Agency
John Hummer, BT&H Agency
Will Kempton, Director of Caltrans
Malcolm Dougherty, Caltrans
Kome Ajise, Caltrans D10
San Joaquin Valley COG Directors Group

**Kern Council of
Governments**
Ronald Brummett

**Merced County
Association of
Governments**
Jesse Brown

**Kings County
Association of
Governments**
Terri King

**Stanislaus Council
Of Governments**
Vince Harris

**San Joaquin
County
Governments**
Barbara Goodwin

**Madera County
Transportation
Commission**
Patricia Taylor

**San Joaquin
Council of
Governments**
Andrew Chesley
Chair

**Tulare County
Association of
Governments**
George Finney
Ted Smalley
Vice Chair

San Joaquin Valley RTPA Trade Corridor Projects Hot List **North to South**

Tier I*

Project	Cost	Match 50%	Match \$	Source	Delivery Date	Location
SR 4 (Crossown Freeway) Extension to Port of Stockton	\$180,000,000	Yes	\$90,000,000	Measure K	2012	San Joaquin County
Allamont Pass Rail Corridor / Central Valley Rail Freight Shuttle	\$150,000,000	Yes	\$75,000,000	Measure K/Local	2011	San Joaquin County
Demonstration Project						
Crows Landing Intermodal Rail Facility. The project includes rail improvements along an alignment from the Port of Oakland to the Crows	\$52,000,000	Yes	\$26,000,000	P-P-P	2011	Stanislaus County
Landing Airfield in Stanislaus County.	\$30,000,000	Yes	\$15,000,000	Local	2008	Kern County
Shafter Intermodal Rail Facility	\$85,000,000	Yes	\$42,500,000	BNSF	2012	Kern County
Double Track Rail through Tehachapi Pass						

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

Total TCIF Request:

\$248,500,000

*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.

Barbara Goodwin

From: Barbara Goodwin
Sent: Tuesday, November 13, 2007 4:07 PM
To: 'Erica.Martinez@asm.ca.gov'
Cc: Andrew Chesley; 'steve samuelian'
Subject: RE: TCIF
Importance: High
Attachments: Fwd: S.J. Valley Trade Projects Hot List

Hi Erica

I'm fine Erica, and I **thank you** for writing and asking this question, given our interest in the matter. The San Joaquin Valley has approved a list of five projects that we mutually (all eight counties) support. Please see attached e-mail from Andrew Chesley where we submitted this list to Secretary Bonner's office.

Four of these projects were already on the MTC list, and more recently they added our fifth project and we agreed to partner with MTC and the SACOG region in the presentation of our aligned lists. For purposes of the TCIF, and the strategy proposed for funding there are still four corridors but the Valley (SACOG region and San Joaquin Valley region) are partnering with the Bay region to present our jointly agreed upon proposal/list. (This may be where the perception of three corridors continues, but ignores our deliberation to jointly pursue our goals). MTC has been designated as the spokesperson for our partnership team; we still are stakeholders and desire to be invited to TCIF and other discussions regarding goods movement. We are not giving up our voice in speaking for the San Joaquin Valley, but rather joining with the other corridor strategically in presenting the entire list for the joined corridors. There were mutual concerns, and this strategic approach made good sense to us given the circumstances.

Should there be further legislation we would still advocate for our own corridor recognition, as it aligns with the four corridors contained in the State's Goods Movement Action Plan. Again, we are concerned with long-term precedent that legislation may set in future issues regarding goods movement in the State. However, when you look at the TCIF lists being submitted it is apparent that the Bay region and the Valley have mutual concerns and have agreed upon an approach.

Looking long-term the entire Valley is a major exporter of goods to the nation and through the ports to international markets, and it also is a corridor which sees great exchanging of goods between southern and northern California. That being said it has to be recognized that none of the four corridors in the State's Plan really operate completely independently from each other, but rather have interaction between the corridors. That is much more apparent in the interaction between the SACOG/San Joaquin Valley Regions with the Bay Area Corridor. The State's Plan even shows these two corridors with an overlap.

I thank you for your interest, and hope this clears up the issue. I have copied Andrew Chesley, our current Valley COG Director Chair. All eight of us have worked closely on these goods movement issues.

Barbara Goodwin



Executive Director
 Council of Fresno County Governments
 2035 Tulare Street, Suite 201
 Fresno, CA 93721
 (559) 233-4148 ♦ fax (559) 233-9645
 email: bgoodwin@fresnocog.org
www.fresnocog.org

11/16/2007

2007 1:29 PM

To: Barbara Goodwin

Subject: RE: TCIF

Hi, Barbara

How are you? We met during the last days of session while the Legislature was trying to address the goods movement money in Prop. 1B. I staff the Speaker's Office on transportation. As you know the CTC is tackling this issue right now and it has been represented to me that the Central Valley stakeholders have agreed to allow MTC to represent their mutual interests, so there are three corridors. Is this correct? Im assuming the Great Valley Center and the San Joaquin Valley Partnership are ok with this approach too?

Thanks,
Erica

11/16/2007

November 16, 2007

Mr. James C. Ghielmetti, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Re: Trade Corridors Improvement Fund

Dear Chairman Ghielmetti:

As Legislators representing the San Joaquin Valley, we write to convey our strong belief that the Central Valley is and must be considered as an independent trade corridor integral to California's goods movement system.

As you know, the Goods Movement Action Plan released by the Administration in January 2007 identifies four principal trade corridors in the state, including the Central Valley (see enclosed map). As you may also know, the Valley is already bearing unique burdens from goods movement. According to data from the Air Resources Board, in 2010 truck traffic in the San Joaquin Valley will account for 44.9% of all the heavy heavy-duty diesel truck miles traveled in the state. In 2010 nitrogen oxide (NOx) and particulate matter (PM) emissions from these trucks in the Valley will similarly reach 49.6% and 46.4%, respectively, of total emissions of these pollutants statewide. It is no coincidence the San Joaquin Valley is in non-attainment of air quality standards for both NOx and PM.

We understand that in the first round of TCIF funding now under consideration at the CTC, the Councils of Government (COGs) in all eight San Joaquin Valley counties have, together, chosen to join their funding requests with those of the San Francisco Bay Area's Metropolitan Transportation Commission (MTC). We applaud the Valley COGs for working together to identify the projects of greatest need for our region, and we wish to lend our full support to all five of the identified Tier 1 San Joaquin Valley Regional Transportation Agency Trade Corridor Projects (see enclosed list). We also commend MTC for recognizing the interregional benefits that these five projects would yield, and for partnering with the Central Valley to support these projects in this round.

However, in future funding rounds — and in any legislation that may advance to guide the distribution of TCIF funds — we will be watching closely to ensure the Central Valley is considered an independent equal among the state's four principal goods movement corridors.

Sincerely,

[illegible]

James C. Ghielmetti, Chair, California Transportation Commission
Re: Trade Corridors Improvement Fund
November 16, 2007

Page 3

cc: The Honorable Arnold Schwarzenegger, Governor
The Honorable Fabian Núñez, Speaker of the Assembly
The Honorable Don Perata, President Pro Tem of the Senate
The Honorable Pedro Nava, Chair, Assembly Transportation Committee
The Honorable Alan Lowenthal, Chair, Senate Transportation and Housing Committee
The Honorable Mike Feuer, Chair, Assembly Budget Subcommittee #5
The Honorable Mike Machado, Chair, Senate Budget Subcommittee #4
Dale Bonner, Secretary, Business, Transportation and Housing Agency
Will Kempton, Director, California Department of Transportation
Kirk Lindsey, Member, California Transportation Commission
Andrew Chesley, Executive Director, San Joaquin Council of Governments
Barbara Goodwin, Executive Director, Council of Fresno County Governments
Vince Harris, Executive Director, Stanislaus Council of Governments
Jesse Brown, Executive Director, Merced County Association of Governments
Patricia Taylor, Executive Director, Madera County Transportation Commission
Terri King, Executive Director, Kings County Association of Governments
George Finney, Executive Director, Tulare County Association of Governments
Ron Brummett, Executive Director, Kern Council of Governments
Therese McMillan, Deputy Executive Director, Metropolitan Transportation Commission
Connie Conway, Chair, California Partnership for the San Joaquin Valley
San Joaquin Valley media outlets

enclosures

