

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Merced County Association of Governments – 369 W. 18th St. – Merced, CA 95340
Phone: 209-723-3153 – FAX 209-723-0322

San Joaquin Valley Regional Planning Agencies' Directors' Meeting
Friday, March 12, 2010

Time: 10 am

Note Location: Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

Dial in number: 800.325.1307
Caller ID 522436

Agenda

Item	Presented By
1. Approval of February 4, 2010 Minutes (Attachment)	
2. San Joaquin Valley Partnership Working Group – INFORMATION (Attachments)	M. Dozier/S. Dabbs
3. Transportation Working Group for the SJV Partnership (Attachment)	
4. Sustainable Communities Initiative – SJV Demonstration Project Proposal (Attachment)	R. Smith
Go to: http://groups.google.com/group/smartvalleyplaces?hl=en or to http://groups.google.com/group/smartvalleyplaces/sub?s=8uGBAwAAAAAYalfqshhk7WnT95sSm7jq&hl=en	
Sustainable Communities Activities and Opportunities for the San Joaquin Valley	T. Boren
5. High-Speed Rail Update	C. Bowen
6. Proposition 1B SR 99 Program Update - Caltrans	R. Chittenden
7. FTIP/AQ Status - DISCUSSION	C. Anderson/T. Taylor
8. Blueprint – DISCUSSION - Blueprint Survey (Great Valley Center – David Hosley) (Attachment) - Contract Scope of Work (TWebster) – (Attachment) - Executive Forum – tentative – June 4th (Tony Boren)	B. Steck
9. SB 375 Target Setting Update - INFORMATION	T. Taylor/A. Chesley

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Fresno County
Governments
Tony Boren
Vice Chair

Kern
Council of
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Ronald Brummett

Kings County
Association of
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Terri King

Madera County
Transportation
Commission
Patricia Taylor

San Joaquin
Council of
Governments
Andrew Chesley

Stanislaus
Council of
Governments
Vince Harris

Tulare County
Association of
Governments
Ted Smalley

- | | | |
|-----|--|------------|
| 10. | Modeling Update | M. Bitner |
| | <ul style="list-style-type: none">• Report on Consultant selection for first phase of valley model improvement contract• Report on Valley wide Model development by UC Davis• Possible need for Valley wide modeling position | |
| 11. | Prop 84 Update | T. Webster |
| 12. | San Joaquin Valley Regional Transportation Plan
"Valley Chapter" Update – INFORMATION | T. Smalley |
| 13. | ARRA 2 – Letter of Support - APPROVE | T. Smalley |
| 14. | Valleywide Coordinator Position Update (Attachment) | J. Brown |
| 15. | 2009-03-20 Planning Partnership Grant Application
(Attachment) | J. Brown |
| 16. | Preparing for the 2010 STIP Hearings (Attachment) | D. Cowell |
| 17. | ITS Update – (Attachment) - CONFIRM | R. Pacheco |
| 18. | Next Directors Meeting: April 1 at 1 pm – Fresno | J. Brown |
| 19. | Other | |
| 20. | Public Presentations for Items Not on Agenda. This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to 3 minutes. <i>Note: The general public may comment on <u>Listed</u> agenda items as they are considered.</i> | |

Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

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ITEM 1

San Joaquin Valley Regional Planning Agencies' Directors' Meeting

Thursday, February 4, 2010

Time: 11:30 am

Location: Grange Restaurant

926 J Street

Sacramento, CA

Executive Minutes

Members Present:

Tony Boren, Fresno COG
Jesse Brown, MCAG
Andy Chesley, SJCOG
Ted Smalley, TCAG

Terry King, KCAG
Vince Harris, StanCOG
Patricia Taylor, MCTC
Ron Brummett, KernCOG

Others Present:

Martin Tuttle, Caltrans
Tom Jordan, SJUAPCD
Tanisha Taylor, SJCOG

Elizabeth Wright, TCAG
Dianne Barth, SJCOG

This meeting capped a two-day advocacy trip in Sacramento.

1. Approval of Minutes of January 8, 2010...Unanimous approval
2. Caltrans Update:
Martin Tuttle provided an update from Caltrans. Mr. Tuttle previewed some changes he expects to see and invited members to send planners to one of a series of workshops being held to allow for input into the next California Transportation Plan, statewide data modeling frameworks and the California Interregional Blueprint.

The workshops are slated for Sacramento, San Diego, Los Angeles, Redding, Fresno and Oakland from Feb. 26 through April 6, 2010. Titled "A New Plan For a New Transportation Era" the workshops will include integration of state plans, regional Transportation Plans, and Blueprint Planning in relationship to SB 375 and AB 32 goals. For more, contact Maria Mayer, MIG Inc., at www.mariam@migcom.com or (510)845-7549.

3. San Joaquin Valley Partnership Working Group

M. Dozier

**Merced County
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Tony Boren
Vice Chair**

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**Stanislaus
Council of
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Vince Harris**

**Tulare County
Association of
Governments
Ted Smalley**

4. FTIP/AQ Status - DISCUSSION

C. Anderson/T. Taylor

Tanisha Taylor reported on the recent workshop and the FTIP valleywide process.

5. Blueprint – DISCUSSION

T. Boren

Blueprint Roadmap Consultant Selection

Tony Boren reported that on February 3rd Fresno COG entered into a contract with Mintier Harnish planning consultants, on behalf of the eight Valley MPOs. The contract calls for a very aggressive scope of work that should be completed by October of this year. The four primary tasks include a summary of the SJ Valley Blueprint work to date, an implementation plan, a planners toolkit and an outreach and monitoring strategy. Staff will be working closely with member agencies throughout the process.

6. SB375 Target Setting Update ... Tanisha Taylor

Tanisha Taylor reported on SB 375 implementation and TARP issues, including discussions over implementation costs associated with reducing VMT for commuters who travel from one jurisdiction to another every day. Who pays?

7. Regional Transportation Plan Valley Chapter Update - Ted Smalley

8. ARRA 2-Letters of Support ... Dianne Barth agreed to write the letter supporting Caltrans position paper calling for streamlining some regulations surrounding the proposed new ARRA funds, in particular, Caltrans wants to eliminate the 90-day-delivery turnaround.

9. Valleywide Coordinator Position Update J. Brown/T. Boren

Draft RFP was emailed to Directors.

10. Planning Partnership Grant ...Jesse Brown reported on the application.

11. ITS Update – (Attachment) - CONFIRM

R. Pacheco

Will be brought back at March meeting.

Next Meeting: March 4, 1 p.m., Fresno



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



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Sayed Sadredin
Executive Director
Air Pollution Control Officer

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February 24, 2010

Ms. Dian Grueneich, Commissioner
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

RE: Implementation of the Prescriptive Whole House Retrofit Program in the San Joaquin Valley in Compliance with D.09-09-047

Dear Ms. Grueneich:

On January 6, 2010, the San Joaquin Valley Air Pollution Control District (District) submitted comments regarding the implementation of a Prescriptive Whole House Retrofit Program (PWHRP) in compliance with CPUC D.09-09-047. The District's concern reflected the lack of specificity and attention to the San Joaquin Valley (Valley) presented in the draft program implementation plan (PIP) submitted by Pacific Gas & Electric Company (PG&E), Southern California Edison Company (SCE), San Diego Gas & Electric Company (SDG&E), and Southern California Gas Company (SoCalGas) (collectively referred to as the IOUs). The District encouraged the use of energy efficiency funds in the amount of \$100 million budgeted for the PWHRP, especially in regions where there is maximum potential benefit. The Valley's climate, demographics, and economic challenges is one such region where these funds can have a disproportionately positive impact (more kWh saved per capita per dollars spent) in helping to achieve CPUC goals, while also alleviating a portion of the economic hardships being experienced in the Valley. The District's comment letter of January 6th requested that regional allocations of the \$100 million be made as to maximize state energy reduction benefits, in other words, spend the money where the most kWh savings could be realized.

The San Joaquin Valley is one of the hardest-hit areas of the state as a result of the economic downturn; it is the national epicenter of the home foreclosure and housing crisis and faces ongoing water and environmental challenges. Valley unemployment rates exceed 16 percent, nearing 30 percent in some rural communities. Despite these challenges, the Valley is committed to developing a sustainable green energy infrastructure; in fact it is a requirement for improving the quality of life and economic health of the Valley. And to that end, multiple agencies, non-profits, and jurisdictions are actively seeking energy-related and green jobs funding opportunities to build the necessary infrastructure to realize a sustainable energy future. The California Partnership for the San Joaquin Valley, established by Executive Order S-5-05, created the San Joaquin Valley Clean Energy Organization to be the focal

point of this effort. In addition, the District, seeing the regional air quality benefits of reduced energy consumption and clean energy opportunities, adopted the Regional Energy Efficiency Strategy to encourage and facilitate such activities in the Valley. Despite our combined efforts, we continue to see the majority of energy funding funneled to larger urban areas of the state, where critical implementation infrastructures are already in place.

The Valley's competitive disadvantage caused by this lack of a developed infrastructure was made abundantly clear with the recent notice of proposed awards of American Recovery and Reinvestment Act (ARRA) State Energy Program (SEP) funding delivered by the California Energy Commission (CEC). On February 10, 2010 the CEC announced its award of approximately \$110 million for residential energy efficiency retrofit, municipal/commercial energy efficiency retrofit, and municipal financing programs. None of the proposed awards were made directly to Valley-based organizations despite the fact that several proposals from the Valley were submitted. One such proposal submitted by the District, working with ConSol, Inc., a Valley-based energy efficiency consultant, for \$5 million would have helped three counties and multiple cities in the Valley establish a regional infrastructure to implement energy efficiency retrofits utilizing PACE funding being offered at a statewide level through the California FIRST program as well as existing and new IOU rebates and incentives. The program would also have helped to establish contractor training and education programs; currently, there is only one appropriately-trained or certified contractor located in the Valley.

Undoubtedly, the immediacy requirements attached to ARRA funding encouraged the decision to funnel the majority of these resources to areas where the money could be spent quickly, which happens to be the large urban centers, for the most part. While this may serve the short-term ARRA goals of "getting money on the street," it does not serve the State well in achieving the maximum energy savings, and in fact perpetuates and deepens the economic and environmental challenges of the Valley, thus widening the gap between regions of the State. For, as future awards are made, especially competitive awards, the Valley will be unable to successfully compete and its tremendous clean energy potential will not be realized. The Valley has also recently been left out of clean-energy-related workforce training funding; only one county receiving a mere four percent of \$27 million awarded by announcement of the Governor on October 2, 2009.

Because the CPUC funding for PWHRP is not attached to ARRA funding, utilization, perhaps disproportionately, of these funds in the San Joaquin Valley is imperative for an equitable statewide program. The Valley cannot continue to fall farther behind in its ability to do its part in reducing energy consumption. While the desire to do so is prevalent at all levels within the Valley, the critical funding is severely lacking. We respectfully ask that as actual implementation of the PWHRP evolves in the near future that the Valley be considered and consulted to participate in the equitable implementation of this important program.

We genuinely hope to continue this conversation and look forward to working with the CPUC and IOUs to develop a successful residential retrofit program for the Valley and California. We will follow up with your staff to set up a meeting to discuss this further. In the meantime, if you have any questions please contact Seyed Sadredin at (559) 230-6032 or Paul Johnson at (206) 283-9184.

Respectfully,



Seyed Sadredin
Executive Director / Air Pollution Control Officer
San Joaquin Valley Air Pollution Control District



Mike Dozier
Lead Executive
California Partnership for the San Joaquin Valley



Paul Johnson
Executive Director
San Joaquin Valley Clean Energy Organization

CC: *Paul Clanon, Executive Director, CPUC*
Julie Fitch, Director, Energy Division, CPUC
Brian Cherry, Vice President, Regulatory Relations, Pacific Gas & Electric Co.
Bruce Foster, Senior Vice President, Regulatory Affairs, Southern California Edison Co.
Sid Newsom, Tariff Manager, Southern California Gas Co.



California Partnership for the
San Joaquin Valley

February 18, 2010

Mr. Seyed Sadredin
Air Pollution Control Officer
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726

RE: California Partnership Support for the Implementation of AB 2522

Dear Mr. Sadredin,

On behalf of the California Partnership for the San Joaquin Valley (Partnership), I write to urge prompt action by the San Joaquin Valley Air Pollution Control District (Air District) on the implementation of AB 2522, which authorizes the Air District to increase DMV surcharge fees for the purpose of generating air quality mitigation funds for the San Joaquin Valley.

The Partnership board includes representatives from both the public and private sector in all eight Valley counties in the San Joaquin Valley. The Partnership Air Quality Work Group (AQWG) is comprised of representatives from a very broad and diverse group of Valley stakeholders, including environmental advocacy groups as well as business and agricultural interests. At a recent meeting, a recommendation of support for prompt implementation of AB 2522 was unanimously approved by the AQWG. The rationale for this recommendation follows.

As you are well aware, the Valley experiences some of the worst ozone and particulate air pollution in the nation, and failure to take all possible action toward improving the Valley's air will result in the continuation of the significant health, social and economic consequences that have plagued the region for decades. Additionally, we risk losing federal transportation dollars if the Valley fails to comply with federal standards.

The adverse economic impact of the Valley's air quality is staggering, causing 192,000 missed school and workdays annually. One in three Valley families has a member with a respiratory ailment, and the poor air quality contributes to 460 deaths per year. These statistics, along with the challenges in meeting state and federal air quality standards,

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prompted the Partnership to help get AB 2522 approved by the Legislature in 2008. The bill is consistent with the actions and objectives of the Partnership, as set forth in our Strategic Action Proposal, by generating funding needed to “implement incentive mechanisms to accelerate adoption of air quality mitigation technologies.”

Technology to significantly improve the Valley’s air quality is available today; however, the cost is often prohibitive. Even in the best of economic times, accelerated adoption of these technologies is financially very difficult for industry and agriculture. In the current economic environment, such investments border on being impossible for most in the Valley, making funding for incentive-based programs even more important and timely.

We do not take lightly the recommendation to increase fees in these difficult economic times, but it is the consensus opinion of the diverse stakeholders represented in the AQWG that a certain amount of self-sacrifice is necessary to help clean our air and address the economic consequences of failure to comply with federal standards in a way that reduces the burden on the economic engines of the Valley.

We also do not take lightly the burden of additional fees on Valley residents when much of our air quality problem comes from sources outside the Valley and vehicles using the Valley as a transit route. While the Partnership, in close consultation with the Air District, has worked hard and has been successful in raising state and federal funds for air quality mitigation in the Valley, there remains a tremendous need for additional funding. AB 2522 is an additional resource to add to our collective effort in realizing critical air quality improvement throughout the San Joaquin Valley. It is our self-help measure, and its implementation will provide us with matching funds to help generate more air quality mitigation funding from state and federal sources. Conversely, failure to utilize the authority provided in the legislation will likely limit our ability to be effective in lobbying for additional funding in the future.

On behalf of the California Partnership for the San Joaquin Valley, I respectfully request the Air District take prompt action in moving forward with the implementation of AB 2522 and thank you in advance for your consideration. The Partnership looks forward to continuing to work with the Air District in improving the quality of life in the San Joaquin Valley.

Sincerely,

A handwritten signature in black ink, appearing to read "Fritz Grupe".

Fritz Grupe, Deputy Chair



California Partnership for the
San Joaquin Valley

February 24, 2010

Mr. Jim Dolgonas
President and CEO
Corporation for Education Network Initiatives in California (CENIC)
16700 Valley View Avenue, Suite 400
La Mirada, CA 90638

**RE: California Partnership Support for CENIC's Central Valley Next Generation
Broadband Infrastructure Plan**

Dear Mr. Dolgonas,

On behalf of the California Partnership for the San Joaquin Valley (Partnership), I am writing to express strong support for the Corporation for Education Network Initiatives in California's (CENIC) Central Valley Next Generation Broadband Infrastructure Plan that will expand and improve broadband options throughout the San Joaquin Valley and Central California.

The San Joaquin Valley- comprised of the eight counties of Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin, with 62 cities and more than 3.8 million residents- is not only one of the fastest growing regions in the nation, but is also one of the most challenged in comparison to the rest of the state. In the San Joaquin Valley, average per capita incomes are 32.2% lower, college attendance is consistently 50% below the average, access to healthcare is 31% lower, and violent crime rates are 24% higher than the rest of California. In response to these disparaging realities of the region, the Partnership was created in June 2005 by Governor Arnold Schwarzenegger for the purpose of addressing these issues and ultimately improving the economic well-being of the Valley and the quality of life of its residents.

If funded, the Central Valley Next Generation Broadband Infrastructure Plan will create the infrastructure that will provide additional opportunities to assist our region in addressing these challenges and realize many of the goals and objectives for the San Joaquin Valley that were outlined by the Partnership in its Strategic Action Proposal. CENIC's proposed 500+ middle mile multi-wavelength fiber optics network infrastructure through the 14 counties of the Central Valley, encompassing San Joaquin

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Valley region, will enable the county offices of education, community colleges and potentially other community anchor institutions such as community libraries, major health care and public safety facilities to be directly connected to this infrastructure. In addition, by complementing this infrastructure with last mile wireless network infrastructure you are providing local businesses, residences and government agencies access to cost effective higher-speed broadband Internet capabilities not currently available in many parts of Central California, especially the rural areas of the San Joaquin Valley.

This connectivity will undoubtedly have significant impacts throughout the San Joaquin Valley. Not only will it dramatically change the ways in which we learn, work and live together as a region, but it will certainly create unprecedented opportunities in employment, education, health care, entrepreneurship and civic participation. By providing broadband-enabled opportunities to our region, this project will lay the foundation for long-term regional economic development and foster a digitally literate workforce. Connectivity provides communities with the opportunity to compete in today's business world of attracting and retaining businesses, and with the ability to enhance the quality of life of its residents through expanded educational opportunities, services in telemedicine care, and effective disaster response services.

Few initiatives have the ability to positively impact a region as large as ours in so many ways- the delivery of education, health care and safety services- all the while enhancing business and economic development opportunities, and the overall quality of life for the residents of the San Joaquin Valley. However, the increased broadband capabilities and services proposed in the Central Valley Next Generation Broadband Infrastructure Plan has the potential to do just that. On behalf of the California Partnership for the San Joaquin Valley, I look forward to working with CENIC and its partners to make this exciting project a reality for the San Joaquin Valley and Central California.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Dozier', with a stylized flourish at the end.

Mike Dozier
Lead Executive
California Partnership for the San Joaquin Valley



California Partnership for the
San Joaquin Valley

February 24, 2010

NAME
TITLE, ENTITY
ADDRESS
CITY STATE ZIP

RE: Lack of Investment in the San Joaquin Valley

Dear TITLE LAST:

On behalf of the California Partnership for the San Joaquin Valley, I am writing to bring attention to and express concern over the continued lack of investment in the San Joaquin Valley. Recent announcements regarding the California Energy Commission's funding awards through the State Energy Program (SEP), the Department of Housing and Urban Development's second round of funding through the Neighborhood Stabilization Program (NSP-2), and the State of California's demonstration site selections for the iHub designation program, alarmingly suggest that the San Joaquin Valley continues to be ignored and denied its fair share of investment from the state and federal government programs and funding mechanisms.

State Energy Program

On February 11, 2010, the California Energy Commission announced State Energy Program awards, and while some of the awards will provide modest benefits to jurisdictions and residents of the San Joaquin Valley, none of the \$110 million in awards announced are specifically directed to San Joaquin Valley jurisdictions, nor are they focused on the significant issues that exist in the Valley. The proposed awards seem to favor jurisdictions and regions with established infrastructure capacity, or entities with a long track record of delivering energy programs. It is clear that the Valley lags behind in the development of a sophisticated infrastructure to support the delivery of energy efficiency programs and improvements, but how will we ever develop such infrastructure if we are persistently overlooked in the allocation of resources?

Neighborhood Stabilization Program - 2

On January 14, 2010, the United States Department of Housing and Urban Development announced the second round of Neighborhood Stabilization Program awards totaling \$318 million in investment for California, yet all but one Valley application was overlooked despite the Valley organizing a regional consortium at the urging of HUD Secretary Shaun Donovan. While foreclosure rates in the San Joaquin Valley soar above 13%, with four Valley counties having the 1st, 2nd, 4th and 6th highest foreclosure rates in the country, and with 72-85% of Valley homeowners owing more than their house is worth compared to 10% nationwide, the San Joaquin

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Valley is arguably the epicenter of the nation's foreclosure crisis. Nevertheless, the program designed to reinvigorate and stabilize the affected neighborhoods hit hardest by this crisis failed to bring relief to the San Joaquin Valley.

iHUB Demonstration Program

On February 4, 2010, the California Business, Transportation and Housing Agency announced the designation of six iHub demonstration sites throughout California. Multiple entities from the San Joaquin Valley submitted applications for the designation aimed at spurring economic recovery and growth through support for and development of young, innovative businesses including the Office of Community and Economic Development at California State University, Fresno whose proposal included five San Joaquin Valley counties with a focus in the technology clusters of Agribusiness, Water Technology, Energy and Health Care. The Stanislaus Economic Development and Workforce Alliance submitted a regional application for the areas of Merced, San Joaquin and Stanislaus Counties, and Merced County was also represented by applications from the Merced County Economic Development Corporation, and the Merced County Department of Commerce, Aviation and Economic Development. It is unfortunate that the benefits of this designation will not be realized within the region as none of the Valley applications received the designation with all six selected sites concentrated in the state's urban centers of the greater Los Angeles area, the San Francisco Bay area and the Sacramento metropolitan region.

It is widely recognized that the San Joaquin Valley has long suffered from lack of investment by the state and federal government. When Governor Arnold Schwarzenegger created the California Partnership for the San Joaquin Valley (Partnership) through Executive Order S-5-05, he said, in part, "...because of past neglect, the San Joaquin Valley receives substantially less per capita federal funding than both the U.S. and state averages." This was an unprecedented effort to focus attention on the complex and debilitating needs of a region that was identified by the Congressional Research Service in a report commissioned by Congress in 2005 as "one of the most economically depressed regions of the United States." With this concentrated attention to the Valley by the Governor, the San Joaquin Valley has experienced measurable progress in the last five years as a result of the regional collaboration of local jurisdictions partnering with the private sector to improve the quality of life for San Joaquin Valley residents. However, as most recently demonstrated by the SEP, NSP-2 and iHub designations, the move for fair share funding to the Valley appears once again to be overlooked by many state and federal programs as it struggles to address deep-rooted and complex challenges that have stifled the region's progress for decades.

By a wide range of indicators, the San Joaquin Valley continues to face challenges at magnitudes that are simply not experienced elsewhere. Average per capita incomes in the Valley are 32% lower than the statewide average, college attendance is consistently half the statewide average, access to healthcare is 31% lower and incidences of violent crime are 24% higher in the Valley than the statewide average. Furthermore, the recent economic downturn has catapulted the Valley's unemployment rates well beyond the state rate of 12%, exceeding 30% in several rural communities. These staggering conditions are compounded by the devastating effects that the multi-year drought is having on the region's agriculture-based economy. With this bleak reality, it is difficult to understand how the region continues to be overlooked when it comes to programs and projects that would bring relief and assistance to one of the hardest-hit regions and underserved populations in the nation. And yet it does.

The regional neglect of investment is highlighted by the U.S. Census Bureau's Consolidated Federal Funds Report which shows that per capita funding for the eight-county San Joaquin Valley in 2008 was 35% below the U.S. average and 27% below the California state average.

With many allocations of federal funds made directly to the state for distribution, these discrepancies are attributable to decisions made and formulas designed at both the state and federal level, and are at the root of the Valley's continued inability to adequately compete for funding. By not investing in the Valley over the years, not only has the region remained poverty stricken and economically depressed, but it has arguably perpetuated the imbalance of investment by preventing the region from building the much needed infrastructure required to effectively compete with other areas. This competitive disadvantage is being increased as the unprecedented funding grants provided through the American Recovery and Reinvestment Act are awarded to those that have and withheld from those that don't have.

The intent of this communication is to recognize that while we all are working hard to improve the quality of life for residents of the San Joaquin Valley, our challenges are great and are too often being ignored by the very programs designed to address the needs of the state and nation's hardest hit communities. The lack of investment in the San Joaquin Valley over the years has resulted in the region earning the designation of one of the most depressed areas of the nation, and the continued neglect compounded by the economic downturn is widening the gap between the region and the rest of the state. As a voice for the San Joaquin Valley, the Partnership is committed to working with you and other Valley officials in doing what we can to ensure this pattern of oversight and neglect is broken and the San Joaquin Valley begins to receive the investment and attention that it has long needed and deserved. We welcome your thoughts on how to address this chronic issue.

Respectfully,

A handwritten signature in black ink, appearing to read 'M. Dozier', with a small dot at the end.

Mike Dozier
Lead Executive
California Partnership for the San Joaquin Valley

Cc:
Secretary Dale E. Bonner, State of California Business, Transportation and Housing Agency
Secretary Lester Snow, California Natural Resources Agency
Karen Douglas, Chairperson, California Energy Commission



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



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Judith G. Case
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Ronn Dominici
Supervisor, Madera County

Henry Jay Forman, Ph.D.
Appointed by Governor

Ann Johnston
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Michael G. Nelson
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William O'Brien
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Leroy Ornellas,
Supervisor, San Joaquin County

John G. Telles, M.D.
Appointed by Governor

Chris Vierra
Councilmember, City of Ceres

Raymond A. Watson
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February 24, 2010

Ms. Karen Douglas
Chairperson, California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

RE: Reconsideration of February 10, 2010 Notice of Proposed Awards,
State Energy Program RFP #400-09-401, RFP #400-09-402 and RFP
#400-09-403

Dear Ms. Douglas:

We are writing to express our extreme concern over the recently announced California Energy Commission (CEC) State Energy Program awards. While some of the awards will provide modest benefits to jurisdictions and residents in the San Joaquin Valley, none of the \$110 million in awards announced are specifically directed to San Joaquin Valley jurisdictions, nor are they focused on the significant issues that exist in the Valley. The proposed awards seem to favor jurisdictions and regions with established infrastructure capacity, or entities with a long track record of delivering energy programs in primarily Sacramento and the Bay Area without specific attention paid to need and energy savings potential.

The San Joaquin Valley faces many economic and environmental challenges. However, we are committed to increasing the use of clean energy as a means of addressing our challenges, improving our quality of life, and contributing to the state's clean energy goals. What we lack, and are working hard to develop, is the clean energy infrastructure and resources to make this vision a reality. We have made progress toward the development of this infrastructure through the efforts of the San Joaquin Valley Clean Energy Organization (SJVCEO), the San Joaquin Valley Air Pollution Control District (Air District), and the regional utilities. As a region we were able to submit several SEP applications; however the CEC notice of proposed award was a true setback in our efforts to build a robust regional infrastructure. We understand that the Valley lags behind the proposed awardees in the development of a sophisticated infrastructure to support the delivery of energy efficiency programs and improvements, but how will we ever develop such infrastructure if we are persistently avoided in the allocation of resources? We ask for reconsideration of the proposed awards as well as for your help in securing the needed resources to enable us to be fully competitive in future solicitations. It is the only way we will be able to be effective contributors to the CEC's goals and ensure our clean energy vision for the Valley.

San Joaquin Valley SEP Proposals

San Joaquin Valley organizations submitted several applications under the SEP Request for Proposals identifying projects for residential and commercial-municipal energy efficiency retrofits. These included applications by the Air District, City of Visalia, City of Gustine, and the County of Merced. As noted previously none of these proposals were recommended for funding. The Air District's proposal was rated as the most competitive of those Valley-based proposals submitted. The District worked with ConSol, Inc., a Valley-based energy efficiency consultant located in Stockton, CA, to develop a program on behalf of the Counties of Kern, Fresno, and San Joaquin, including the Cities of Clovis, Fresno, Kingsburg, Manteca, Mendota, Reedley, San Joaquin, Selma, and Stockton. The *San Joaquin Valley SEED (Saving Energy Efficiency Dollars) Residential Retrofit Program* was developed to provide the necessary infrastructure to implement a turnkey residential retrofit program in the Valley that would complement utility incentive programs and PACE-type programs including the municipal financing program, CaliforniaFIRST, being piloted by the California Statewide Communities Development Authority. The CaliforniaFIRST program was funded through the SEP Municipal Financing Program (RFP#400-09-401) as the application proposed for award to the County of Sacramento. A portion of that award will help to implement a municipal financing program in the Counties of Kern and Fresno. However, without a solid local residential retrofit program in place, successful use of these funds will be a struggle in the San Joaquin Valley.

Federal and State Neglect of the San Joaquin Valley

When Governor Schwarzenegger created the California Partnership for the San Joaquin Valley through Executive Order S-5-05, he said, in part, "...because of past neglect, the San Joaquin Valley receives substantially less per capita federal funding than both the U.S. and state averages". Unfortunately, that situation persists. The U.S. Census Bureau's *Consolidated Federal Funds Report* shows that per capita funding for the eight-county San Joaquin Valley in 2008 was 35 percent below the U.S. average and 27 percent below the California state average. These deficiencies are not just attributable to federal allocations and formulations, as many of those allocations of federal funds are made at the state level. The February 10, 2010 announcement by the CEC is one more instance of the neglect experienced by the Valley.

Repeatedly, the critical financial resources to establish a strong infrastructure do not make it into the Valley, all while the larger urban centers, already with the training, service, and financial systems in place, continue to get the majority of the additional resources. With this SEP award, \$50 million (100 percent of the SEP-3 funds) was awarded to jurisdictions representing only approximately 31 percent of the State population.

Need in the San Joaquin Valley

The Valley is one of the hardest-hit areas of the state as a result of the economic downturn of the last year and a half. The implementation of the SEED program in this region was greatly needed to help spur economic activity, grow green jobs, and decrease household energy expenditures. PG&E customers in the San Joaquin Valley pay some of the highest electricity rates in California and the U.S. (Fresno Bee, 2/7/2010). For example, it costs \$241.93 to use 1,000 kilowatt hours a month in Fresno, compared to \$125.05 in Sacramento for the same monthly usage.

Compound that with: Valley unemployment rates exceeding 16 percent, and nearing 30 percent in some rural communities; foreclosure rates above 13 percent (four San Joaquin Valley counties having the 1st, 2nd, 4th and 6th highest foreclosure rates in the country); 72-85 percent of Valley homeowners owing more than their house is worth, compared to one-in-ten nationwide; and the most severe air quality challenges in the country. These factors and more place the San Joaquin Valley at an untenable disadvantage. While a residential energy efficiency retrofit program does not solve all of these problems, it would certainly allow positive steps to improve the quality of life for Valley residents: green jobs, reduced household energy costs to stave off foreclosure, and reduced emissions from electricity generation and natural gas usage.

Energy Savings Potential in the San Joaquin Valley

Understandably, every community in California has a need for energy efficiency funding, but weighting awards based on actual need and potential savings must be taken into account. The San Joaquin Valley has immense energy savings potential. The Valley's climate, with hot summers and damp cool winters, combined with the fact that 55 percent of the housing stock was built before 1980 when more stringent building codes were put in place, make it an ideal location to spend valuable energy efficiency retrofit resources. Urban centers with milder climates will not be able to realize the per-capita kilowatt-hour savings that can be realized in the San Joaquin Valley.

Remedies & Assistance for the San Joaquin Valley

The undersigned respectfully ask for the following to help the Valley improve its clean energy infrastructure:

- Reconsideration of the Valley-based SEP proposal submissions in whole or in part beginning with the proposal from the Air District;
- Development of selection criteria for future, similar solicitations based on need, energy savings potential, and geographic distribution of benefits. The lack of geographic distribution, consideration of need, and generation of maximum benefits in the distribution of SEP funding was a major flaw in the recent process;
- Provision of financial support to help cover the buy-in costs of the six cash-strapped counties in the Valley that are not currently part of the CaliforniaFIRST pilot program to enable their participation when the program begins expansion later this year; and
- Provision of financial support to the SJVCEO as a regional energy office to support implementation of CEC initiatives in the Valley, form partnerships with Valley jurisdictions and others to educate and inform Valley stakeholders about opportunities, strengthen the ability of the Valley to successfully compete, and develop a strong clean energy infrastructure in the Valley. The partnership recently created between the SJVCEO and the Air District has enabled 36 small Valley jurisdictions to fully participate in the portion of the energy block grant program operated by the CEC. It is a great example of what can be accomplished by utilizing our existing Valley-based infrastructure to engage underserved Valley jurisdictions.

In the competitive RFP structure that was established for the ARRA State Energy Program funding distributed by the CEC, there was a severe disregard for the needs of not only the San Joaquin Valley but all areas of the state where basic jobs training and outreach infrastructure is lacking. Both the Sacramento and San Francisco Bay areas have an established infrastructure that enables their ability to "hit the ground running" with additional funding. The proposed awards provide more for those that "have," causing the "have-nots" to fall further behind. Reconsideration of the proposed awards, as well as help in securing future resources, will enable the Valley to be fully competitive in future solicitations and allow maximum participation in meeting the state's clean energy goals. We know that allocating resources requires making difficult decisions, but it is imperative that sufficient resources be directed to the San Joaquin Valley, an area that has been underserved for far too long.

We genuinely intend to continue this conversation and look forward to working with the CEC on this matter for the Valley and California. We will follow up with your staff to set up a meeting to discuss this further. In the meantime, if you have any questions please contact Seyed Sadredin at (559) 230-6032 or Paul Johnson at (206) 283-9184.

Respectfully,



Seyed Sadredin
Executive Director
Air Pollution Control Officer
San Joaquin Valley Unified Air Pollution Control District



Mike Dornier
Lead Executive
California Partnership for the San Joaquin Valley



Paul Johnson
Executive Director
San Joaquin Valley Clean Energy Organization

CC: Claudia Chandler, Chief Deputy Director, CEC
Pat Perez, ARRA Coordinator, CEC

OUTCOME EVALUATION PLAN

Program Logic Chart

AGENCY: Great Valley Center

Program: Transportation

ACTIVITIES		DELIVERABLES	METRICS OF SUCCESS		Status
Goal 1 OBJECTIVE A Memorialize support of the Master Plan (including Enhancement Master Plan and Business Plan Elements) through resolutions from local governments. Work with Councils of Government (COGs) and California Transportation Commission (CTC) to prioritize investments for safety improvements from State Transportation Improvement Plan (STIP) and General Obligation Bond funds. Begin construction of safety improvements projects. Secure appropriate complementary investments from local self-help measures. Identify other prospective funding source. Integrate plans into the Regional Blueprint Plan process. Report results in the Annual Progress Reports and at Annual Summits. Continue construction of safety improvement projects. Secure additional funds to complete safety improvements. Report results in the Annual Progress Reports and at Annual Summits.					

OUTCOME EVALUATION PLAN

Program Logic Chart

AGENCY: Great Valley Center

Program: Transportation

ACTIVITIES	DELIVERABLES	METRICS OF SUCCESS			Status
Goal 1 OBJECTIVE B Memorialize support of the Master Plan as above. Work with CTC, Caltrans and COGs to prioritize and sequence capacity improvements. Monitor interstate designation negotiations to ensure consistency with policy of COGs and State Begin construction of priority capacity improvement projects. Explore innovative funding and financing approaches to identify requisite funding to complete the Master Plan and prepare a report and recommended actions. Report results in the Annual Progress Reports and at Annual Summit Continue construction of capacity improvement projects. Secure additional funds to complete capacity improvements. Report results in the Annual Progress Reports and at Annual Summit					

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Smart Valley Places

A Regional Sustainable Communities Network in the Central Valley Using Smart Tools, Plans, Policies, and Practices to Integrate Economic Growth, Social Equity, Environmental Quality, and Resource Stewardship

Building upon the recent regional analyses and recommendations of the California Partnership for the San Joaquin Valley, the eight county Blueprint planning efforts, smart planning in individual cities and counties, and the technical expertise of research universities, institutes, and more advanced regional associations in California and the U.S.- ***Smart Valley Places*** - links major San Joaquin Valley cities and their smaller city and rural community partners into a regional sustainability network for joint development and local application of the following types of smart tools, plans, policies, practices, and more:

- **Advanced GIS-Based Impact Assessment Tools**, such as I-PLACES and Vision California, which allow jurisdictions to use fact-based impact assessments in land use, housing, infrastructure and transportation decision-making to ensure fiscal sustainability, resource efficiency, economic growth, social equity, and environmental quality.
- **Updated General Plans** that address green house gas emission reductions (AB32 and SB375), through sustainable, smart, compact, transit-based and walkable/bikable urban forms in new and revitalized neighborhoods, districts, and activity centers, water and energy conservation and efficiency, and affordability and access by integrating housing, economic development, and transportation decisions-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact simultaneously. Integrate local plans into a regional strategy that supports and leverages the development of the California High Speed Rail system for encouraging desirable economic growth and job creation.
- **New Form-Based and Revised Development Codes** that implement sustainable, smart urban forms which foster distinctive, attractive communities with a strong sense of place and encourage communities to craft standards for development and revitalization which respond to community values of architectural beauty and distinctiveness appropriate to the scale of the community .
- **Energy and Water Efficiency, Conservation and Innovation Programs** that help homeowners, businesses, and institutions accurately assess energy and water use, offer tested solutions to reduce demand, and direct them to financing programs for retrofits that increase efficiency and renewable sources at lower costs.

Goal of the *Smart Valley Places* Regional Network: Fully develop and support a strong formal network of major San Joaquin Valley cities and their smaller city and rural community partners who are committed to integrating economic growth, social equity, environmental quality, and resource stewardship – To mutually initiate and link

implementation and maintenance of local level smart growth plans and sustainability programs across the region and thereby move the region toward regional-scale sustainable development. Develop and provide appropriate resources to all cities and communities for achieving their AB32 and SB375 goals and related community goals they desire, thus achieving an economically vibrant, environmentally responsible, resource managed, and equitable region.

Strategy: Under the umbrella of the California Partnership for the San Joaquin Valley and its nonprofit vehicles – Formalize the *Smart Valley Places* jurisdictional partner’s lead agency team and authority – Establish goals for desired smart tools, plans, policies and practices for each jurisdiction – Build with existing grass roots organizations a comprehensive process of civic engagement - Establish a Compact among all participating jurisdictions -- Seek and obtain sufficient planning resources – Retain technical advisory, tool development, capacity building and evaluation partners – Begin mutually developing, adopting, and applying smart tools, plans, policies and practices – Commit to continuous evaluation, learning, improvement, sharing and regional sustainability network expansion.

Initial Jurisdictional Partners Invited to the *Smart Valley Places* Regional Network:

- City of Stockton and San Joaquin County small city and rural community partners
- City of Modesto and Stanislaus County small city and rural community partners
- City of Merced and Merced County small city and rural community partners
- City of Madera and Madera County small city and rural community partners
- Cities of Fresno and Clovis and Fresno County small city and rural community partners
- City of Hanford and Kings County small city and rural community partners
- City of Visalia and Tulare County small city and rural community partners
- City of Bakersfield and Kern County small city and rural community partners

***Smart Valley Places* Technical Advisory, Tool Development, Capacity Building and Evaluation Partners:**

- Federal Regional Council
- California Partnership for the San Joaquin Valley: SJV Clean Energy Organization, SJV Housing Collaborative
- SJV Regional Blueprint COG and MPO partners and SACOG
- Caltrans
- U.C. Davis and CSU Fresno
- Local Government Commission
- Great Valley Center- Land Use, Agriculture, and Housing Work Group
- PolicyLink, CRLA, and Community Equity Initiative
- American Farmland Trust
- League of California Cities
- California Strategic Growth Council
- SJVAPCD - SJV Air Pollution Control District

Sustainable Communities Activities and Opportunities for the San Joaquin Valley

Ongoing Activities:

SJV Blueprint Roadmap – Implementation, Toolkit and Outreach - Framework

Opportunities:

Prop 84 – Modeling \$2.5 million for SJV – ✓ Approved

The valley modelers have developed a short term and long term Model Improvement Plan for meeting the requirements of SB375. The 8 valley MPOs applied to the Strategic Growth Council for \$2.5 million to assist in the model improvements. The Valley has been successful in its bid. An RFP has been issued for work to improve each of the valley models sensitivity to smart growth, implement the 4D process and develop a long range model improvement plan.

California Air Resources Board/ U.C.Davis / SJV MPOs – Valleywide Traffic Model - Pending

CARB, UC Davis and Valley MPOs have proposed a collaborative effort to develop a Valleywide Traffic Model.

Prop 84 – Strategic Growth Council – Sustainable Communities Planning Grant and Incentive Program – 3 Cycles (aprox. \$20 million each w/ % weighted distribution) - Potential

- Focus Area #1: Local Sustainable Planning (Cities and Counties) (70%)
- Focus Area #2: Regional SB 375 Plus (MPOs) (20%)
- Focus Area #3: Regional Planning/Multiple Partners (Cities, Counties, JPAs, COGs/RTPAs) (10%)

Caltrans Partnership Planning Grant – SJV Sustainable Corridors Study - ✓ Approved

*The City of Fresno and Fresno COG are revising the scope of this approved \$345,000 grant to take a more regional, Valleywide perspective in studying interregional transportation routes and associated sustainable development. The project will help set the stage for the proposed **Smart Valley Places** mentioned below.*

Smart Valley Places – A Regional Proposal to develop pilot projects in the San Joaquin Valley in response to the National Sustainable Communities Initiative. – Potential

Rollie Smith is coordinating this initiative to attract federal SCI dollars to the Valley for sustainable pilot projects. This proposal would respond to Supervisor Rubio's encouragement for such a demonstration.

California Energy Commission – EECBG Grants – Potential

State Energy Commission is discussing with Caltrans and Strategic Growth Council whether the EECBG discretionary funds could be made available to MPOs, who would provide grants to local agencies to update general plans and zoning ordinances to address GHG.

Environmental Protection Agency - Smart Growth Implementation Assistance - Potential

Letters of Interest are being solicited from communities interested in receiving technical assistance for Smart Growth Implementation Assistance. Some key topics in which communities are likely to benefit from technical assistance include:

- climate change*
- equitable development*
- financing and planning infrastructure investments*
- hazard mitigation plans*
- removing local barriers to implementing LEED-ND*
- suburban retrofit*
- transportation solutions for rural communities and places without rail*
- cities in transition (significant population loss, poverty, or economic deterioration)*

Eligible entities are tribal, local, regional, and state governments, and nonprofit organizations that have a demonstrated partnership with a governmental entity. Letters of interest are due at 3:00 pm EST, April 9, 2010.

http://epa.gov/smartgrowth/2010_0128_rfli.html

Blueprint Survey Results Summary

Summary

This survey was distributed on November 24, 2009 to 2,155 people on the San Joaquin Valley Blueprint List. This list consists of individuals who have participated in events throughout the Blueprint process, as well as members of the Blueprint Regional Advisory Committee, Councils of Government Staff, and other individuals throughout the San Joaquin Valley who were identified as stakeholders in the Blueprint Process. 23% of people (500 total) who received the e-mail opened the e-mail, 2% of e-mails bounced (51 total). Overall 122 people started the survey, 110 individuals completed the survey. Here is a summary of the results.

Question 1

Please fill out the following information. Only your name and city are required in order to avoid multiple submissions.

Results:

Answer Options	Response Percent	Response Count
Name:	100.0%	122
Company/Organization/Affiliation:	72.1%	88
City/Town:	100.0%	122
County:	78.7%	96
Email Address:	76.2%	93
Phone Number:	67.2%	82
answered question		122
skipped question		0

Analysis:

This general question just collected information from those that participated in the survey and introduced a mechanism to control for one person responding multiple times. Responses to the open ended questions can be found in the attached excel document.

Question 2

What is your age group?

Results:

Answer Options	Response Percent	Response Count
18-27	3.4%	4
28-44	14.3%	17
45-65	70.6%	84
Greater than 65	11.8%	14
answered question		119
skipped question		3

Analysis:

Those that responded to the survey were overwhelmingly in the 45-65 years old age range (70.6%). 28-44 had the second highest response rate (14.3%). The responses show that those between the ages of 18-27 and those over 65 had the lowest participation in this survey.

Question 3

What is your ethnicity?

Results:

Answer Options	Response Percent	Response Count
African American	2.5%	3
Asian Pacific American	2.5%	3
Caucasian	78.8%	93
Hispanic	10.2%	12
Mixed	1.7%	2
Other	4.2%	5
<i>answered question</i>		118
<i>skipped question</i>		4

Analysis:

Those that responded to this survey generally identified their ethnicity as Caucasian (78.8%). The second highest ethnic identification was Hispanic (10.2%). Individuals who identify as African American, Asian Pacific American, Mixed and Other, each participated as less than 5% of those that responded.

Question 4

What sector do you most identify with?

Results:

Answer Options	Response Percent	Response Count
Business	10.1%	12
Non-Profit	15.1%	18
Elected Official	7.6%	9
Agriculture	4.2%	5
Private Citizen	11.8%	14
Government Employee	37.0%	44
Student	0.8%	1
Other (please specify)	13.4%	16
<i>answered question</i>		119
<i>skipped question</i>		3

Analysis:

37% of those that answered identified themselves as Government Employees. Also receiving over 10% of responses were Business, Non-Profit, Private Citizen, and Other. Those that identified as Students and Agriculture had a low response rate (.8% and 4.2% respectively). "Other" sectors that were specified can be found in the attached excel document.

Question 5

In what county do you reside?

Results:

Answer Options	Response Percent	Response Count
Fresno	34.2%	40
Kern	8.5%	10
Kings	4.3%	5
Madera	5.1%	6
Merced	12.0%	14
San Joaquin	4.3%	5
Stanislaus	12.0%	14
Tulare	11.1%	13
Other (please specify)	8.5%	10
answered question		117
skipped question		5

Analysis:

34.2% of those that answered reside in Fresno County. Those that reside in Merced and Stanislaus Counties also had a significant participation, both having 12% of participants reside in those counties. Those that reside in San Joaquin County and Kings County had the lowest participation rates, each with 4.3% of respondents residing there. "Other" places where people reside received 8.5%, those areas that were specified can be found in the attached excel document.

Question 6

In what county do you primarily work?

Results:

Answer Options	Response Percent	Response Count
Fresno	36.1%	43
Kern	9.2%	11
Kings	3.4%	4
Madera	3.4%	4
Merced	9.2%	11
Stanislaus	10.1%	12
San Joaquin	3.4%	4
Tulare	9.2%	11
N/A	2.5%	3
Other (please specify)	13.4%	16
answered question		119
skipped question		3

Analysis:

36.1% of those that answered primarily work in Fresno County, those that work in Stanislaus had a 10.1% participation rate as well. Otherwise these responses are similar to those responses in

question 5. Significant though is the rate at which “other” increased, going from 10 responses of those that lived there to 16 who primarily work there. “Other” places where people primarily work that were specified can be found in the attached excel document.

Question 7

Are you part of any of the following groups? Choose all that apply.

Results:

Answer Options	Response Percent	Response Count
Blueprint Regional Advisory Committee (BRAC)	8.1%	9
Council of Government Staff	4.5%	5
Local Council of Government Governing Board/Advisory Board	7.2%	8
San Joaquin Valley Policy Council	2.7%	3
Board of Supervisors or City Council	9.9%	11
None	78.4%	87
<i>answered question</i>		111
<i>skipped question</i>		11

Analysis:

Very few people who took the survey identified with the groups listed, 87% responded none.

Question 8

Which of the following meetings have you attended?

Results:

Answer Options	Response Percent	Response Count
Kick-Off Summit- June 28, 2006	38.9%	44
Executive Forum- April 25, 2008	14.2%	16
Regional Summit- January 26, 2009	48.7%	55
Policy Council Meeting (where blueprint scenario was adopted)- April 1, 2009	23.0%	26
Local City or County Blueprint Meeting(s)	56.6%	64
Blueprint Regional Advisory Committee (BRAC) Meeting(s)	23.0%	26
None	15.9%	18
<i>answered question</i>		113
<i>skipped question</i>		9

Analysis:

Most people who responded (84.1%), participated in a Blueprint event that occurred at some time between June 8, 2006 and April 1, 2009. Those that responded were most likely to have participated in a local city or county blueprint meeting (56.6%) or the Kick-Off Summit (38.9%) or the Final Regional Summit (48.7%).

Question 9

How informative did you find the meetings?

Results:

Answer Options	Not Informative	Somewhat Informative	Moderately Informative	Very Informative	Extremely Informative	N/A	Rating Average	Response Count
Kick-Off Summit	1	10	10	22	3	30	3.35	76
Executive Forum	1	2	3	12	2	38	3.60	58
Regional Summit	1	5	16	31	4	27	3.56	84
Policy Council Meeting	1	2	4	17	2	36	3.65	62
Local City or County Blueprint Meeting(s)	1	7	22	27	8	19	3.52	84
BRAC Meeting(s)	1	4	8	11	2	34	3.35	60
Comments								13
answered question								108
skipped question								14

Analysis:

The highest response received by every meeting was "Very Informative." The regional summit received the greatest amount of votes for being Very Informative. Local Blueprint meetings also received a high rating of "Very Informative." Comments that were listed are available on the attached excel spreadsheet.

Question 10

Were you aware that on April 1, 2009 the San Joaquin Valley Policy Council adopted smart growth principles and a Blueprint Preferred Scenario that place greater emphasis on preservation of agricultural land, protection of environmental resources and more transportation infrastructure that crosses county boundaries?

Results:

Answer Options	Response Percent	Response Count
Yes	83.8%	93
No	16.2%	18
answered question		111
skipped question		11

Analysis:

Those that participated in the survey overwhelmingly were aware that the Policy Council had selected a Preferred Scenario (83.8%). This response can be interpreted to mean that those that participated in the survey are more aware of what is happening with Blueprint than the general public. It is not likely that 83.8% of the general public knows that a scenario was selected.

Question 11

The adopted Blueprint Preferred Scenario sets a goal for higher average dwelling units per acre for the San Joaquin Valley in 2050. How can we communication options for meeting the goal of higher density in the Valley? Choose all that apply.

Results:

Answer Options	Response Percent	Response Count
Adding examples of higher density projects from other regions in California to valleyblueprint.org	70.2%	73
Adding examples of higher density projects from our region to valleyblueprint.org	76.0%	79
Doing a bus tour to visit higher density projects in our region	34.6%	36
Doing a study mission to a region that has implemented a blueprint to see impact	39.4%	41
Convening smaller meetings for stakeholders and sharing ideas for increasing density	62.5%	65
Other		32
answered question		104
skipped question		18

Analysis:

The most popular ways to introduce higher density were to add example of higher density projects to the San Joaquin Valley Blueprint project's website. Adding example from both inside the San Joaquin Valley and outside the Valley were popular receiving 79 and 73 responses in support. Convening smaller meetings for stakeholders was also popular receiving 65 votes. 32 people responded with other suggestions, those suggestion are available on the attached excel sheet.

Question 12

Other regions of the state have county land use and transportation blueprints that have been followed by additional regional initiatives to improve the quality of life of residents. What do you think could be the next regional project to follow the San Joaquin Valley Blueprint? Choose all that apply.

Results:

Answer Options	Response Percent	Response Count
Water Conservation	78.4%	80
Air Quality	57.8%	59
Obesity	29.4%	30
Green Jobs	33.3%	34
Educational Outcomes	41.2%	42
Other		23
answered question		102
skipped question		20

Analysis:

Water Conservation was the most popular answer, receiving 78.4% of the votes. Air Quality and Educational Outcomes received 57.8% and 41.2% of the votes. Obesity received the least amount of votes 29.4%. The open ended responses to other are available in the attached excel sheet.

Question 13

What are effective ways for your local government to communicate with you? Choose all that apply.

Results:

Answer Options	Response Percent	Response Count
Print - Newspaper and Newsletters	54.6%	59
Online - Email and Website	86.1%	93
Broadcast - Radio and Television	28.7%	31
Meetings and Workshops	70.4%	76
Other (please specify)	7.4%	8
answered question		108
skipped question		14

Analysis:

Means of communication that were identified as best were Online – E-mail and Website (86.1%), Meetings and Workshops (70.4%), Broadcast (28.7%) was identified as the least effective. Responses to other are available in the attached excel spreadsheet.

Question 14

How would you grade the overall San Joaquin Valley Blueprint process from a scale of 1-5 with 5 being the highest?

Results:

Answer Options	Response Percent	Response Count
5 Excellent	14.8%	16
4 Okay	53.7%	58
3 Mediocre	20.4%	22
2 Poor	7.4%	8
1 No opinion	3.7%	4
Why did you select this grade?		62
answered question		108
skipped question		14

Analysis:

Overall those that responded gave the Blueprint a grade of "Okay" (53.7%). In the open ended responses (which are available in the excel spreadsheet) most people mentioned a couple of overarching themes. 1) Participation and the lack of a cross-section being involved. 2) The lengthy process weakened the potentials of the project. 3) Not understanding next steps and how it will be implemented.

Question 15

Do you have additional thoughts on the Valley Blueprint Planning Process?

Results:

41 people gave additional responses.

Analysis:

All additional responses are available in the attached excel document.

Question 16

Would you like to continue to receive information on the Valley Blueprint?

Results:

Answer Options	Response Percent	Response Count
Yes	93.6%	103
No	6.4%	7
Your e-mail address		76
answered question		110
skipped question		12

Analysis:

7 people who responded requested to be removed.

Question 17

If you feel there is anything we may have left out in the course of this survey, please include it below?

Results:

Answer Options	Response Count
	15
answered question	15
skipped question	107

Analysis:

15 people shared additional thoughts. Those responses are in the attached spreadsheet.

Exhibit B: Scope of Services

PHASE 1 PROJECT INITIATION AND BLUEPRINT SUMMARY

Task 1.1 Project Kick-Off Meeting

The Consultants will meet with the Fresno COG staff and the Blueprint Project Managers to discuss ideas and aspirations for the Blueprint Roadmap. The Consultants will identify data sources, confirm roles and responsibilities, establish communication protocols, and modify the work program and project schedule as necessary. The Consultants will confirm key contacts and stakeholders involved in the Blueprint. The Consultants will discuss the role of Blueprint committees/groups and other agencies and organizations in the project. The Consultants will also use this opportunity to confirm the various reports and make adjustments to the proposed report outlines and contents.

Task 1.2 Administrative Draft Blueprint Summary Report

The Consultants will prepare the Administrative Draft Blueprint Summary Report for review by Fresno COG staff and the Blueprint Project Managers. The Consultants will format the Blueprint Summary Report as both a stand-alone report and as the first part of the San Joaquin Valley Blueprint Roadmap. As a stand-alone report, the Summary will be a source of in-depth information on the Valleywide Blueprint process. As the first part of the Blueprint Roadmap, the Summary will provide context for the Comprehensive Implementation Program and the Planners' Toolkit. The Consultants assume that most of the information contained in the Blueprint Summary come from summaries and work products that have already been prepared by the eight Valley COGs. The Consultants will use maps and graphics (e.g., charts, graphs, sketch images, photographs) throughout the report to clearly illustrate the Blueprint process, organizational structure, and accomplishments.

The Consultants will include the following information in the Blueprint Summary:

Executive Summary

The Consultants will provide a brief overview of the past three years of Blueprint planning, key players in the process, and major milestones. The Consultants will first describe the origins of the Blueprint concept, the initial program objectives and organization, and how the Blueprint concept became a reality for the Valley. The Consultants will highlight the results of the Blueprint's bottom-up approach to identify the values and vision of the communities and describe the 12 Smart Growth Principles and Valleywide Preferred Growth Scenario. The Consultants will also describe tasks that have been identified to move the Blueprint forward and new issues (e.g., AB 32 and SB 375) that will affect Blueprint implementation.

Valley Blueprint Principles

The Consultants will review the 12 Smart Growth Principles that were adopted as the basis for Blueprint planning. The Consultants will provide an overview of the process and participants who contributed to the development of the principles.

Valleywide Preferred Growth Scenario

The Consultants will provide an overview of the inputs, analysis, and results of the Blueprint scenario planning process from analysis and selection of preferred county-level scenarios, to evaluation of the four

Valleywide alternative scenarios, to the adoption of the Preferred Growth Scenario (Scenario B+). The Consultants will describe the process and tools that were used to model and compare the scenarios and include a comparison of the base case and the four alternative growth scenarios. The Consultants will also describe the Preferred Blueprint Growth Scenario that was adopted to guide Valley growth through 2050.

Institutional Framework, Management, and Partnerships

The Consultants will provide an overview of the Blueprint project management team, advisory boards and committees, and partner agencies and organizations that have participated in the SJV Blueprint process. The Consultants will include an outline of the organizational structure of the SJV Blueprint from the California Blueprint Program, to the eight Valley COGs, to the Regional Policy Council and Blueprint Regional Advisory Committee (BRAC), to the project management team. The Consultants will also describe the key partners in the Valleywide Blueprint process, such as the California Partnership for the San Joaquin Valley (Land Use, Agriculture, and Housing subgroup), San Joaquin Valley Air Pollution Control District, the Great Valley Center, UC Davis, and Caltrans. Finally, the Consultants will describe other regional planning initiatives that support efforts of the SJV Blueprint process, such as the California Strategic Growth Council.

Blueprint Planning Process and Timeline

The Consultants will describe the activities, products, and achievements of the Valleywide Blueprint and each of the eight Valley COGs. The Consultants will provide a timeline of the processes (i.e., Valleywide and local COG), highlighting key meetings, outcomes, and work products.

The Consultants will describe the efforts of the eight COGs to coordinate efforts to: gather input on community values and vision; prepare goals, objectives, and performance measures based on the values and vision; and evaluate alternative growth scenarios. Finally, the Consultants will describe the process in which the work conducted within each county was consolidated to form a preferred vision for development throughout the Valley and adoption of the Smart Growth Principles and Preferred Growth Scenario.

Community Outreach and Participation

The Consultants will describe the community outreach and participation efforts and achievements of the Valleywide and individual COG planning processes. The Consultants will provide an overview of the communication materials developed, including: websites, videos, brochures, print and electronic media advertising, and project reports. The Consultants will also describe public meetings, presentations, newsletters, and online publications that were used to obtain feedback from the public, elected officials, and community, business, and government agencies.

The Consultants will include summaries of key Valleywide Blueprint events, such as: the Blueprint Kickoff Workshop (June 2006); the Blueprint Executive Forum (April 2008); and the Blueprint Regional Summit (January 2009). The Consultants will also include an inventory of the hundreds of COG-sponsored meetings and outreach events and extensive media campaigns.

Task 1.3 Draft Blueprint Summary Report

Following review by the Blueprint Project Managers, the Consultants will revise the Administrative Draft and prepare the Draft Blueprint Summary Report for review by the COG Directors.

Task 1.4 COG Directors Meeting

The Consultants will conduct one (1) meeting with the COG Directors. At the meeting Mintier Harnish will present the Draft Blueprint Summary Report, facilitate a discussion with the COG Directors, and solicit input on the Draft Summary. The Consultants will also present the overall Blueprint Roadmap work plan and schedule at the meeting.

Task 1.5 Final Blueprint Summary Report

Following review by the COG Directors, the Consultants will revise the Draft and prepare the Final Blueprint Summary Report. The Final Blueprint Summary Report will be formatted as a stand-alone document; however, it will ultimately become part of the Final Blueprint Roadmap.

Phase 1 Deliverables:

- Administrative Draft Blueprint Summary Report (7 hard copies; 1 digital Word/PDF)
- Revised Draft Blueprint Summary Report (25 hard copies; 1 digital Word/PDF)
- Final Blueprint Summary Report (25 hard copies; 1 digital Word/PDF)

PHASE 2 IMPLEMENTATION PLAN**Task 2.1 Administrative Draft Blueprint Implementation Plan**

The Consultants will prepare an Administrative Draft Implementation Plan for review by Fresno COG staff and the Blueprint Project Managers. The Implementation Plan will lay out a strategy to integrate the 12 Smart Growth Principles into local planning policy and achieve the Preferred Blueprint Growth Scenario. As part of this task the Consultants will describe the circumstances, arrangements, and opportunities that will influence implementation of the Blueprint. The Consultants will then prepare implementation actions and supporting policies that set a clear course of action for future Blueprint efforts at the Valleywide and local COG levels.

The Consultants will prepare the Blueprint Implementation Plan as the first part of the Comprehensive Implementation Program, which includes the Implementation Plan (Task 2.1), the Outreach Program (Task 4.1), the Monitoring Program (Task 4.2), and the Schedule and Milestones (Task 4.3). The Consultants will integrate maps, graphics (e.g., charts, graphs), and photographs throughout the plan to illustrate the implementation strategies, organizational framework, challenges, and opportunities.

The Consultants will include the following information and contents in the Implementation Plan:

Introduction

The Consultants will prepare an introduction that will serve as the preamble to the Blueprint Implementation Plan. The Consultants will include an overview of the objectives of the Implementation Plan, its intended use, its organization, including the products developed during Phase 4, and accompanying reports (i.e., the Blueprint Summary Report and Planners' Toolkit). The Consultants will explain how the Blueprint Implementation Plan fits into the overall Blueprint program.

Framework for the Blueprint

The Consultants will prepare a framework that provides context for the strategies contained in the Blueprint Implementation Plan. The Consultants will describe the Preferred Blueprint Growth Scenario and the 12

Smart Growth Principles. The Consultants will discuss potential barriers to implementing the 12 Smart Growth Principles and Preferred Growth Scenario concepts into local plans, ordinances, and decision-making processes.

Future Challenges Facing the Valley

The Consultants will describe the common issues and challenges facing the Valley, such as: growth and development, economic development, water supply, transportation, infrastructure, energy, resource conservation, agriculture/open space, and safety. Throughout this discussion the Consultants will thread specific examples of projects and issues with cross-county and Valleywide implications, such as State Route 99, High Speed Rail, varying levels of development capacity, non-standardized land use categories, higher densities, water supply and quality, air quality, flooding, and freight movement. Finally, the Consultants will discuss emerging legal requirements (e.g., AB 32, SB 375, AB 170, AB 162/SB 5) that will likely influence Blueprint implementation.

Strategies for Achieving the Blueprint

The Consultants will develop strategies and policies that support implementation of the Preferred Growth Scenario and address the challenges facing the Valley. The Consultants will prepare strategies that are consistent with the bottom-up approach used throughout the Blueprint and will pay special attention to local control and responsibility.

The Consultants will identify institutional arrangements that will be necessary to successfully carry out the Blueprint, including the roles of the California Partnership for the San Joaquin Valley, Regional Policy Council, COGs, counties, cities, special districts, and Blueprint partners. Topics the Consultants will address include:

- Organizational and administrative structures;
- Management and oversight;
- Partnerships and alliances;
- Developing commitments;
- Funding and resources;
- Outreach and education (see Task 4.1); and
- Monitoring and maintenance (see Task 4.2).

The Consultants will identify strategies for the role Blueprint planning could play in integrating planning processes across jurisdictional boundaries for issues including:

- Addressing local government funding challenges and the fiscalization of land use;
- Addressing residential density issues;
- Planning regional projects;
- Incorporating the Model Farmland Conservation Program mapping;
- Integrating new legal requirements (AB 32 and SB 375);
- Developing adequate modeling tools for greenhouse gas emissions monitoring;
- Integrating infrastructure planning with air quality, transportation, and land use planning to maximize co-benefits;

- Planning for adequate water supply and quality;
- Preserving vital agricultural lands and resources;
- Integrating conservation corridors and possible mitigation sites into planning policy;
- Planning for sustainable and renewable energy; and
- Planning for healthy communities.

Financial Resources

The Consultants will identify financial resources that are available or will be necessary to implement the Blueprint at the Valleywide and local COG levels, including COG funding of Toolkit implementation services, such as staff training and project funding for smaller cities and rural communities. The Consultants will identify existing, traditional funding sources and tools available for Blueprint activities, including current funding streams from institutional partnerships and State and Federal programs and incentives. The Consultants will also identify other potential funding streams and non-traditional funding mechanisms that may be available to fund future Blueprint efforts.

Phase 2 Deliverables:

- Administrative Draft Blueprint Implementation Plan (7 hard copies; 1 digital Word/PDF)

PHASE 3 PLANNERS' TOOLKIT

Task 3.1 Valley Planners Roundtable

The Consultants will work with the Blueprint Project Managers to organize and conduct a Planners Roundtable meeting to gain input from Valley planning staff and other affected groups on the tools and strategies they need to update plans and ordinances consistent with the 12 Smart Growth Principles. The results of the Roundtable meeting will be used to refine the content of the Toolkit.

Task 3.2 Administrative Draft Planners' Toolkit

The Consultants will prepare an Administrative Draft Planners' Toolkit for review by Fresno COG staff and the Blueprint Project Managers review and input. The Consultants will identify realistic and effective tools and provide applicable case studies that help local governments integrate the 12 Smart Growth Principles into their planning and achieve the Preferred Blueprint Growth Scenario. The Consultants will explain the benefits of SJV Blueprint implementation. The Consultants will organize information in the Planners' Toolkit according to the unique needs and resources available to Valley communities.

The Consultants will prepare the Toolkit based on tools and techniques identified in existing, available toolkits. The Consultants will format the Toolkit as a dynamic, evolving catalog of tools. The Consultants will introduce and provide direction on the issues, techniques, and solutions for sustainable growth and development and resources protection. The Consultants will include sample tools, model plans and ordinances, templates, and pertinent case studies from other communities that have addressed similar challenges facing Valley communities.

The Consultants will prepare the Planners' Toolkit in several formats, including: hard copy, digital downloadable files, and interactive CDs. The Consultants will also format the Toolkit as an on-line resource.

The Consultants will include maps, graphics, and photographs throughout the Toolkit to illustrate planning tools, urban design concepts, and development techniques.

The Consultants will include the following information in the Planners' Toolkit:

Introduction

The Consultants will prepare an introduction that describes the Toolkit's purpose, organization, and contents. The Consultants will stress the potential benefits to local governments of using the Toolkit techniques to integrate more sustainable planning practices in their decision-making processes.

Planning in the San Joaquin Valley

The Consultants will provide an overview of the legal issues in planning associated with land use regulation, including state planning and zoning law and CEQA. The Consultants will focus special attention on those laws and regulations that directly impact the San Joaquin Valley, such as general plan and zoning requirements, CEQA, air quality (AB 170), climate change (AB 32), and transportation (SB 375). The Consultants will include links to the California Partnership for the San Joaquin Valley, State Office of Planning and Research (or its successor agency), the State Clearinghouse, the Resources Agency, the Attorney General's office, and other relevant agencies and organizations that provide useful resources to Valley cities and counties.

Integrating the Blueprint into Local Plans/Ordinances

The Consultants will provide guidance on how to build consensus and support for change and successfully integrate the tools and techniques described in the Toolkit into local plans, ordinances, and development review structures. The Consultants will include strategies on how to identify the benefits of these concepts to foster their support. The Consultants will also structure the Toolkit resources to be easily adopted to the unique needs of individual communities. Finally, the Consultants will develop a concept for affordable training programs for cities and counties with limited staff resources.

Tools and Techniques

The Consultants will organize the tools and techniques around the 12 Smart Growth Principles. The Consultants will include examples and templates of plans, policies, codes, ordinances, and methods that local governments can use to address issues and integrate SJV Blueprint principles and concepts into local planning processes. The Consultants will also include other resources such as PowerPoint presentations and related materials that explain the concept and advantages of key Blueprint strategies, such as increased residential densities, agricultural land preservation, infill, mixed use, and complete streets. The Consultants will link relevant case studies to the tools and techniques to provide examples of how rural, suburban, and urban communities throughout California and the nation have successfully used particular tools and techniques. The Consultants will also include information on challenges, benefits, and results from these examples. Finally, the Consultants will include a list of additional resources available to community groups, cities, and counties. The Consultants will develop tools to fit the needs of small, medium, and large jurisdictions. The final list of Toolkit categories, types, and content will be developed in consultation with the Fresno COG staff.

Financial Resources

The Consultants will identify resources and innovative funding tools available to local governments, including existing traditional funding sources and current funding streams from institutional partnerships and State and

Federal programs and incentives. The Consultants will also identify other potential funding sources and non-traditional funding mechanisms that may be available to fund future Blueprint efforts.

Phase 3 Deliverables:

- Administrative Draft Planners' Toolkit (7 hard copies; 1 digital Word/PDF)

PHASE 4 IMPLEMENTATION OUTREACH, MONITORING, AND SCHEDULE

Task 4.1 Administrative Draft Outreach Strategy

The Consultants will prepare an Administrative Draft Outreach Strategy for review by Fresno COG staff and the Blueprint Project Managers. The Consultants will build the Outreach Strategy based upon the Blueprint's existing bottom-up approach and recognition of local control. The Consultants will build the Outreach Strategy on the implementation actions and Toolkit described in Phases 2 and 3.

The Consultants will include strategies for engaging citizenry at every level, from elementary school students to elected officials, to build a common language around Blueprint and develop future leadership potential. The Consultants will include traditional media tools such as press releases, public service announcements, video, flyers, newsletters, and promotional materials and other innovative or interactive methods that focus on social engagement such as community events, townhall forums, blogs, and online social networking sites (e.g., Facebook, MySpace). The Consultants will include tools and strategies to reach out to multi-cultural communities to involve them in the implementation process.

The Consultants will focus the Outreach Strategy in three main areas: education, leadership and advocacy, and community participation.

Education

The Consultants will outline educational strategies and tools that can be used to reach a broad audience of community members, students, stakeholders, staff, and elected officials. The Consultants will include a special focus on how to introduce students of various ages to the process, principles, and practice of Blueprint planning. The Consultants will also include strategies to reach out to multi-cultural groups.

Leadership and Advocacy

The Consultants will prepare outreach strategies that expand and strengthen advocates and leadership for the Blueprint. The Consultants will include tools that build on the Blueprint objectives (e.g., BRAC) and explore new avenues for Blueprint advocacy and support at the local and regional levels.

Community Participation

The Consultants will prepare outreach strategies that enhance community participation in the Blueprint process. The Consultants will focus on methods for effectively reaching the greatest number of people, while being mindful of the Valley's unique demographic makeup. The Consultants will include tools to reach out to those who are traditionally underrepresented (e.g., non-English speaking groups, English as a second language, the elderly, children and youth, and low-income households).

Task 4.2 Administrative Draft Monitoring Program

The Consultants will prepare an Administrative Draft Monitoring Program for review by Fresno COG staff and the Blueprint Project Managers. The Consultants will build upon the implementation actions developed

in Phases 2 and 3. The Consultants will identify, in the Implementation Plan (Phase 2), responsibilities and resources necessary to carry out Blueprint Monitoring and make recommendations in the Schedule and Milestones (Task 4.3) for when monitoring should occur.

The Consultants will develop performance measures that will enable the COGs, cities, and counties to gauge their success in achieving the 12 Smart Growth Principles and the population density targets laid out in the Preferred Growth Scenario. The Consultants will include measures, assessment metrics, and checklists that institutions can use to evaluate their progress and report successes, identify barriers to change, and build upon forces driving change. The Consultants will feature components that recognize accomplishments of local communities. The Consultants will include guidance on making adjustments to implementation efforts to be more in-line with the overall vision of the Blueprint. The Consultants will also develop monitoring tools to highlight outcomes and trends resulting from implementation of the SJV Blueprint.

Task 4.3 Administrative Draft Schedule and Milestones

The Consultants will prepare an Administrative Draft Schedule and Milestones for review by Fresno COG staff and the Blueprint Project Managers. The Consultants will build the Schedule and Milestones upon the implementation actions developed in Phase 2 and the outreach strategy and monitoring program developed in Phase 4.

Building on the momentum created since beginning the Blueprint in 2006, the Consultants will prepare near-term and long-term schedules and a set of key milestones to realize the implementation of the Blueprint. The Consultants will prepare a near-term schedule that spans the next five years and includes detailed objectives and milestones necessary to move the Blueprint implementation forward. The Consultants will prepare a long-term schedule that spans the next 20 years and focus on “big picture” goals.

The Consultants will organize the schedules around key implementation strategies and base them on known and anticipated resources, participants/partners, and objectives. The Consultants will prepare the schedules and milestones in multiple formats, including, but not limited to, detailed descriptions, tabular matrices, and graphical timelines.

Phase 4 Deliverables:

- Administrative Draft Outreach Program (7 hard copies; 1 digital Word/PDF)
- Administrative Draft Monitoring Program (7 hard copies; 1 digital Word/PDF)
- Administrative Draft Schedule and Milestones (7 hard copies; 1 digital Word/PDF)

PHASE 5 REVIEW AND FINAL REPORT

Task 5.1 Draft Blueprint Roadmap

Based on Fresno COG and the Blueprint Project Managers comments on the administrative draft documents prepared in Phases 2 through 4, the Consultants will prepare the Draft Blueprint Roadmap for review by the COG Directors. The Consultants will prepare the Draft Blueprint Roadmap as a three part product: the Blueprint Summary (Phase 1); the Comprehensive Implementation Plan (Phases 2 and 4); and the Planners’ Toolkit (Phase 3).

Task 5.2 COG Directors Meeting

The Consultants will conduct one (1) meeting with the COG Directors and the Blueprint Project Managers. At the meeting the Consultants will present the Draft Blueprint Roadmap, facilitate a discussion, and solicit input on the Draft Report.

Task 5.3 Final Blueprint Roadmap

Based on comments received from the COG Directors, the Consultants will revise the Draft Blueprint Roadmap and prepare a Final Draft Blueprint Roadmap. The Final Blueprint Roadmap will include all three major work products from this effort, including the Blueprint Summary, the Comprehensive Implementation Program, and the Planners' Toolkit.

Task 5.4 Blueprint Roadmap Newsletter

The Consultants anticipate that the Blueprint Roadmap will generate great interest. The Consultants will prepare a newsletter that summarizes the components of the Roadmap and highlights its intended purpose and outcome.

Task 5.5 Regional Policy Council Meeting (MH)

The Consultants will conduct one (1) meeting with the Regional Policy Council. At this meeting the Consultants will present the Final Blueprint Roadmap to the Regional Policy Council.

Phase 5 Deliverables:

- Draft Blueprint Roadmap (25 hard copies; 1 digital Word/PDF)
- Final Blueprint Roadmap (25 hard copies; 1 digital Word/PDF)
- Blueprint Roadmap Newsletter (25 hard copies, 1 digital Word/PDF)

PROJECT COORDINATION/MEETINGS**Meetings**

A total of seven (7) meetings are included in this Scope of Work; however, the purpose and timing of these meetings may change based on discussions with the Fresno COG Project Manager and Consultants. Meetings include:

- One (1) Project Kick-Off Meeting
- Two (2) Quarterly Progress Presentations
- One (1) Valley Planners Roundtable
- Two (2) COG Directors Meetings
- One (1) Regional Policy Council Meeting

Quarterly Progress Presentations

The Consultants will conduct two (2) presentations and/or committee meetings at key points over the nine-month process with the Blueprint Project Managers, COG Directors, and others determined by the Blueprint Project Managers. These presentations will include updates on the progress of the project.

Ongoing Project Management and Coordination

The Consultants will take direction from the Fresno COG Project Manager and the Blueprint Project Managers. The Consultants will provide monthly progress reports to the Fresno COG Project Manager. The monthly progress reports will include descriptions of work tasks completed that month, projections for work products and tasks in the coming months, and identification of any issues that may affect project schedule or project deliverables.

In order to ensure that the project stays on track, the Consultants Project Manager and Deputy Project Manager will conduct weekly or bi-monthly conference calls with the Fresno COG Project Manager. The purpose of these calls is to discuss the overall project schedule and deliverables, information and data needs, scheduling meetings, or other issues necessary to keep the project running smoothly.

PROJECT ASSUMPTIONS

SUMMARY

The following are assumptions the Consultants have made concerning conduct and administration of the San Joaquin Valley Blueprint Roadmap.

Project Management

- The Consultants, Fresno COG staff, and the Blueprint Project Managers will work as a team throughout the Blueprint Roadmap process. Project management issues that arise during the project will be dealt with quickly through a conference call or face-to-face meeting to keep the process moving.
- Fresno COG will designate a project manager and assistant project manager who will be the primary County contact with the Consultants throughout the process and be the public point of contact for all project-related inquiries. The Consultants will designate a project manager and deputy project manager who will be the primary contact throughout the process.
- Fresno COG staff and the Blueprint Project Managers will play a major role throughout the process, including: managing the process; providing relevant reports and documentation; reviewing all documents and providing comments; and scheduling and arranging meetings.
- Fresno COG staff and the Blueprint Project Managers will make every effort to provide continuity in the core project team throughout the process. The Consultants will make every effort to provide continuity in the Consultant's core project team throughout the process.
- Fresno COG staff will respond to or acknowledge the Consultants requests or inquires in a reasonable time (i.e., 48 hours).
- Fresno COG staff will keep the Consultants informed of all significant issues that arise that may have a significant effect on the project (e.g., policy shifts, major events, and major reports or studies).
- Fresno COG staff will prepare agendas and staff reports for all board or committee meetings, unless otherwise noted in the Scope of Work. The Consultants will provide assistance and input as needed.

Budgeting

- The project budgets are only estimates of how project costs are allocated among phases and tasks and among Consultant team members. The Consultants will not exceed the total contract amount without the express approval of Fresno COG. The Consultants (Mintier Harnish) may reallocate costs among phases and tasks and Consultant team members as needed to carryout the phases and tasks in the Scope of Work. The Consultants will notify Fresno COG of significant cost reallocations in conjunction with monthly invoicing.
- Fresno COG will compensate the Consultants for work carried out at the request of Fresno COG staff or the Blueprint Project Managers that is outside of the Scope of Services. The Consultants will inform the Fresno COG of any work that is out-of-Scope and subject to additional costs prior to conducting the work. Fresno COG will compensate the Consultants for this work on a time-and-

expenses basis according to the Consultants current bill rate schedule.

Invoicing

- The Consultants will bill monthly for services rendered and expenses incurred on a time-and-expenses basis.
- The Consultants will provide Fresno COG with a summary of work completed in the previous month and the status of the overall project and budget.
- The Fresno COG Project Manager will review and approve the Consultants monthly invoices. Any questions or issues related to the monthly invoice will be dealt with quickly through a conference call with the Consultants' Project Manager.
- Fresno COG will pay invoices within 30 days of receipt.

Schedule

- Fresno COG and the Blueprint Project Managers will make every effort to meet deadlines as outlined in the project schedule developed by the Consultants.

Documents

- Fresno COG and the Blueprint Project Managers will provide clear direction for format and content for milestone documents.
- Fresno COG and the Blueprint Project Managers will conduct one round of review of the administrative draft and public documents, unless otherwise noted in the Scope of Work. The Fresno COG Project Manager will coordinate document review by Blueprint Project Managers and COG directors.
- Working draft and public review draft documents will be reviewed by only Fresno COG and the Blueprint Project Managers as outlined in the Scope of Services. The Fresno COG and the Blueprint Project Managers will not distribute working draft or administrative draft documents to decision makers or the public.
- Fresno COG staff will provide comments on all documents as a single consolidated set that have been reviewed by Fresno COG staff and the Blueprint Project Managers to resolve any inconsistencies.
- Fresno COG and the Blueprint Project Managers will provide accurate and complete information and data to the Consultants.

San Joaquin Valley Regional Planning Agencies Director's Committee

c/o Merced County Association of Governments – 360 W. 18th St. – Merced, CA 95340
Phone: 209-723-3153 Fax: 209-723-0322

Merced County
Association of
Governments
Jesse Brown, Chair

Council of
Fresno County
Governments
Tony Boren, Vice Chair

Kern Council of
Governments
Ronald Brunnett

Kings County
Association of
Governments
Terri King

Madera County
Transportation
Commission
Patricia Taylor

San Joaquin
Council of
Governments
Andrew Chesley

Stanislaus Council
Of Governments
Vince Harris

Tulare County
Association of
Governments
Ted Smalley

March 3, 2010

Strategic Growth Council
c/o Julia Lave-Johnston, Deputy Director.
Governor's office of Planning and Research
1400 10th St.
Sacramento, California 95814

Dear Commissioners:

The San Joaquin Valley Regional Transportation Planning Agencies Directors would like to thank the Strategic Growth Council for the important and difficult work of overseeing the implementation of SB 375. However, we have serious concerns about the last minute changes that were made to the Project Guidelines in the Urban Greening Program defining Urban Areas as:

“...geographic area where the existing or planned-for average density within a half mile radius of the project (minus existing or planned public open space, including the proposed project itself) is at least ten (10) dwelling units per acre.”

From our perspective, this new requirement will prevent the entire San Joaquin Valley from participating in the Urban Greening Planning and Projects Program. Upon reviewing the original draft guidelines for this program, this requirement stands in stark contradiction to the Guidelines' Priority Considerations which are stated as follows:

“The State recognizes that climate change will have varying impacts on communities across the state. The impacts will depend upon the degree of climate change to that locale, the sensitivity of existing plants and animals, the elevation of the community relative to sea level, the potential for flooding or drought, the existing water supply, the potential for extreme weather events, the economic base (such as agriculture, timber, or tourism) and the socio-economic and institutional capacity of that local to respond. Taken together, these factors contribute to community vulnerability. Priority consideration will be given to plans proposed by or serving a

community that can demonstrate that it is more vulnerable to climate change.”

The San Joaquin Valley is one of, if not the most heavily impacted areas related to air quality, greenhouse gases, and severely disadvantaged communities. As the foremost agricultural region in the nation, the impacts of greenhouse gases and global warming on agricultural production can not be overstated. The implications are far-reaching on many fronts. The San Joaquin Valley has a \$20 billion plus annual agricultural industry which boosts California's, and the nation's economy. This industry is the primary employment vehicle to many of the San Joaquin Valleys workforce which now faces the highest unemployment in the nation. With accompanying poverty rates that are also highest in the nation, it is precisely places like the San Joaquin Valley that need priority considerations in programs like the Urban Greening Program.

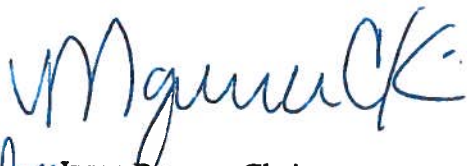
We urge the Strategic Growth Council to return to the original language of the Guidelines which state:

“All projects must be located in an urban area. For purposes of this program, an urban area is a geographic area designated or defined by an applicable plan covering the project area, including, but not limited to general plans, specific plans, or community plans.”

These original guidelines at least give urban communities large and small a chance to compete for these important funds, which we believe was the intent of the Legislature in passing Proposition 84.

Thank you for your consideration in this matter.

Respectfully,



for JESSE BROWN, Chair
San Joaquin Valley Regional Transportation Planning Agencies' Directors' Committee

Cc:

Members, Strategic Growth Council

Linda Adams, CalEPA

Kim Belshe, CHHS

Dale Bonner, BTH

Cynthia Bryant, OPR

Mike Chrisman, Resources

Bob Fisher, Public Member

Staff Contacts

Andrew Altevogt, CalEPA

R. Gregg Albright, BTH

Jessica Pearson, Resources

Ryan Arba, Health and Human Services

Assemblymember Cathleen Galgiani

Assemblymember Joan Buchanan

Assemblymember Juan Arambula

Assemblymember Tom Berryhill

Assemblymember Jean Fuller

Assemblymember Alsyon Huber

Assemblymember Bill Berryhill

Assemblymember Connie Conway

Assemblymember Danny Gilmore

Assemblymember Mike Villines

Senator Roy Ashburn

Senator Dave Cogdill

Senator Jeff Denham

Senator Dean Florez

Senator Lois Wolk

REQUEST FOR PROPOSALS

San Joaquin Valley Regional Transportation Planning Agencies Coordinator

Proposals Requested by:

**San Joaquin Valley Regional Transportation Planning Agencies
c/o Merced County Association of Governments
309 W. 18th Street
Merced, CA 95340
Phone: 209-723-3153
Fax: 209-723-0322**

March 12, 2010

**Member agencies: Merced County Association of Governments, Council of Fresno County Governments, Kern Council of Governments,
Kings County Association of Governments, Madera County Transportation Commission, San Joaquin Council of Governments,
Stanislaus Council of Governments, Tulare Association of Governments**

INTRODUCTION

The eight San Joaquin Valley Regional Transportation Planning Agencies (RTPA) joined forces in 2006 to create a voluntary San Joaquin Valley Regional Policy Council consisting of locally elected officials from the eight counties that comprise the San Joaquin Valley. This sixteen member Regional Policy Council, consisting of two members from each of the eight San Joaquin Valley RTPAs, was established to discuss and build regional consensus on issues of Valley importance. The Council is positioned to have a unique and potentially pivotal position in furthering Valley collaborative efforts and improving the quality of life for all Valley residents.

The San Joaquin Valley Regional Policy Council provides guidance and oversight of jointly undertaken work efforts. The eight RTPAs, as much as practicable, rely on existing agency staff for financing, data and expertise, but may jointly contract for services if provided for in each of their individual Overall Work Programs and Budgets. It has always been the responsibility of the current San Joaquin Valley Regional Transportation Planning Agencies' Directors' Committee Chairman to ensure that proper coordination is taking place, with various individual regional agencies appointed lead on some of the collaborative efforts. There are also some joint contracted efforts (such as Air Quality) to provide the services needed. These are all documented within the Annual Budget and Work Program adopted by the Regional Policy Council.

The past two years have seen a tremendous growth in the amount of time the Directors' Chair has had to devote to the coordination of valleywide activities. This is not due to problems, but rather increased opportunity for collaboration, increased visibility of the Regional Policy Council, and the magnitude of collaborative planning activities that have been undertaken by the RTPAs.

The time has come to consider administrative and management support for the joint activities, for both the Regional Policy Council and the RTPA Directors.

The Organizational Proposal is for contractual services to either a firm or "employee" to provide the support needed.

I. SCOPE OF WORK

SERVICES PROVIDED WOULD INCLUDE:

- Staffing of Regional Policy Council meetings and Directors meetings.
 - Coordinating the agendas, working with the various agencies assembling the work products for package enclosure, ensuring the meeting host agency has taken care of all set-up items, including the provision of clerical support for the purpose of taking minutes. Follow-up with the Policy Council Chair and Directors' Chair to ensure new assignments or tasks are clear, have been assigned and are being undertaken.

- Centralized recordkeeping using file transfer protocol hosted at one of the agencies, where all eight agencies have immediate internet access. This would include agendas, minutes, reports, legislative positions, etc. saved in a directory format. Each agency could print all items to hard copy if desired.
- Coordinating other Valley regional agency sponsored meetings, whether it be working groups involving staff, or higher level workshops including elected officials and the public. The degree of coordination needs to be determined (one example: work with Policy Council and Directors on overall design, budget and coordination of 2010 Fall Policy Conference event, but with existing agency staff providing support for material production such as nametags, registration, soliciting sponsors, obtaining collateral items, etc.)
- Aid the “Valley Voices” effort, at the State and Federal level, as needed, if directed.
- Develop a Valley Voices format that could be included in each agency’s website.
- Attending, if needed, any statewide meetings as a resource and/or representative (most likely only if none of the Directors are able to attend)
- Other duties deemed appropriate

II. LENGTH OF CONTRACT: (To be determined in consultation with San Joaquin Valley RTPA Directors)

III. PROPOSAL REQUIREMENTS

Proposal content and completeness are important. Clarity and conciseness are and will be considered in assessing the proposer’s capabilities. All consultant proposals submitted in response to this request will be screened by the consultant selection committee. The committee will determine, through the screening process, which consultants will be invited to make formal presentations and be interviewed by the selection committee. The selection committee reserves the right to make a final selection without an interview.

One (1) reproducible and EIGHT (8) copies of the proposal must be received at Merced Association of Governments by 5:00 PM on April 15, 2010. Proposals not received by that date and time will not be considered. In order to simplify the review process and maximize the degree of comparative analysis, the proposal should be organized in the following manner.

A. Transmittal letter

The transmittal letter should be signed by an official authorized to bind the consultant contractually and will contain a statement to the effect that the proposal is a firm offer for 90 days. The letter accompanying the proposal will also provide the following: name, title, address, and telephone of individuals with the authority to negotiate and contractually bind the company.

B. Table of Contents

Include identification of the material by section and page number.

C. Overview

This section should clearly convey the consultant understands of the nature of the work and the general approach to be taken to its performance. This section should include, but not be limited to, a discussion of the purpose of the project, the organization of the project effort, and a summary of the proposed approach.

D. Detailed Work Plan

This section should include the following components.

1. Task Description

Include a full description of each step to be followed in carrying out the project. The work description should be presented in sufficient detail (tasks, subtasks, etc) to show a clear understanding of the work and the proposed approach. *Identify proven methods applied to achieve successful consensus between opposing groups.*

2. Deliverables:

- Work with the San Joaquin Valley RTPA Directors to develop agendas and related support materials for San Joaquin Valley RTPA Directors meetings.
- Work with San Joaquin Valley RTPA Directors on identifying appropriate positions and roles for the San Joaquin Valley Policy Council on policy issues facing the San Joaquin Valley.
- Coordinate with the San Joaquin Valley RTPA's Valley Legislative Affairs Committee (VLAC) to identify legislative issues of interest.
- Monitoring and analysis of pending state and federal legislation from a "Valleywide" perspective to determine potential impacts on the San Joaquin Valley.
- Identify, monitor and analyze developing federal and state public policy issues, (transportation, water, air quality, etc.) for their potential impacts on the San Joaquin Valley.
- Monitor and analyze transportation policy issues facing the California Transportation Commission for direct and indirect impacts on the San Joaquin Valley.
- Coordination of all San Joaquin Valley goods movement planning activities including coordination of the San Joaquin Valley Goods Movement Study process to ensure adequate representation and analysis of the eight San Joaquin Valley RTPAs in the study process.
- Work with San Joaquin Valley RTPA Directors to monitor Valley wide SB 375 activities including the status of each MPOs Sustainable Communities Strategy and Alternative Planning Strategies development.

- Work in partnership with the San Joaquin Valley RTPA Directors and modeling staff to monitor the development and implementation of the Valley wide Model Improvement Program.
- Monitor and report on the implementation of the State Route 99 Business Plan including coordination with the San Joaquin Valley RTPA Directors and Caltrans Districts 6 and 10.
- Monitor and coordinate implementation of Blueprint Roadmap with Directors.
- Provide periodic updates to the San Joaquin Valley Policy Council on Valley Blueprint progress.
- Monitor and report to San Joaquin Valley RTPA Directors on High Speed Rail planning, administrative and political activities for their potential impacts on the San Joaquin Valley
- Work with San Joaquin Valley RTPA Directors to identify programs and potential funding sources for carrying out ongoing Blueprint and SB375 activities. Examples of programs that need to be evaluated for funding opportunities include:
 - Strategic Growth Council (SGC) and Proposition 84
 - Energy Commission Planning Grants
 - Caltrans Planning Grants
 - Legislation i.e. SB 1445 etc...
 - Federal Grants and Programs
 - Sustainable Community Initiative (SCI)
 - Air Districts
- Develop a comprehensive assessment of regional and local funding needs in order for these agencies to implement the various planning activities associated with the integrated planning requirements of existing state legislation i.e. AB 32, SB 375.

3. Schedule:

A schedule showing the expected sequence of tasks, subtasks, etc. should accompany the work description. Important milestones should be identified on the schedule.

E. Summary of Qualifications

Provide a short description of previous projects that significantly relate to your qualifications for this project. Provide names, addresses, and telephone numbers for at least three clients for whom your firm provided services similar to those described in this RFP.

F. Budget and Cost Breakdown

The prospective consultant will prepare a detailed cost breakdown for the work to be performed during the project. This will include all tasks required to complete the project including final reports and presentations.

The cost breakdown will itemize all items that will be charged to Directors including travel charges that will be involved in the work and included in the bid amount. Costs will be segregated to show

actual salary costs including hours, rates, classifications, and administrative overhead and fringe benefits expenses.

This section should provide a full description of the expected expenditures of funds for the work described in this RFP. The cost breakdown should include but is not limited to the following:

Billing Rates

A scheduled of billing rates by category of employee, to be used in computing the billing cost during the term of the contract. Billing rates should cover all costs associated with the employee (salary, benefits, overhead, profit, anticipated cost of living, and/or merit increases).

Direct Costs

All direct costs specifically attributed to the project and not included in the billing rates must be itemized by budget category to be eligible for reimbursement. Once contractually authorized, direct cost budgets may not be substituted without prior written consent of the Directors' project manager.

Task Budget

A schedule of estimated costs to complete each task should add down to the total cost of the project. The task budget should include a breakdown by task of hours, billing rate charges, and the itemization of other direct costs attributed to the task. To ensure a full understanding of the resources committed to the project, the schedule should clearly indicate the amount of hours key personnel will be used in each task.

IV. Proposed Time Schedule

Activity	Date
Request for Proposals Released	March 15, 2010
Deadline for Proposal Submittal	April 15, 2010
Oral Interviews/Selection Process	TBD
Notice to Proceed (Subject to Contract Signing)	TBD
Completion of Project	TBD

V. DELIVERABLE PRODUCTS

Consistency with the Detailed Work Plan, including Task Descriptions and Deliverables identified in Section D of this Proposal

File copies of all correspondence, technical memoranda, and other documents should be delivered to the project manager on CDs in Microsoft Word. All graphic information will be made available in GIF or JPG format. In addition, all documents will be made available to Directors in a format that can be conveniently entered into the Directors Website. All data, maps, and other materials prepared or collected under this contract will become the property of Directors.

VI. MEETINGS

The selected consultant will be required to participate in all San Joaquin Valley RTPA Directors meetings and all related Valleywide meetings, including conference calls with the RTPA Directors (as needed).

VII. CONSULTANT SELECTION

A selection committee will screen all consultant proposals submitted in response to this request. The committee will determine, through the screening process, which consultants will be invited to make formal presentations and be interviewed by the committee. The section committee reserves the right to make a final selection without an interview.

VIII. BUDGET

The available budget for this project will consider the specific tasks identified in consultant's proposal.

IX. RFP QUESTIONS

All questions on the RFP should be submitted by facsimile no later than March 26, 2010 to:

Jesse Brown
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340
Phone: 209-723-3153
Fax: 209-723-0322

X. PROPOSAL SUBMITTAL

A. Submission of Proposal/Period of Acceptance

One reproducible master and eight copies of all proposals must be delivered to Directors no later than 5:00 p.m., Pacific Standard Time on April 15, 2010. Proposals will not be accepted after 5:00 p.m. PST. Postmarks will not be accepted. Proposals should be delivered to:

Jesse Brown
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

All proposals will remain firm for a period of ninety (90) days following the final date for submission. All proposals will become the sole property of Directors and a part of its official records without obligation on the part of Directors.

This RFP is not to be construed as a contract of commitment on the part of Directors; Directors reserves the right to reject all proposals, to seek additional information from each proposer, or to issue another RFP, if deemed appropriate.

B. Examination of RFP Document

The proposer shall be solely responsible for examining, with appropriate care, the RFP, including any addenda issued during the proposal period. The proposer shall also be responsible for informing itself with respect to any and all conditions that may in any way affect the amount or nature of the proposal or the performance of the work in the event the proposer is selected. Failure of the proposer to examine and inform itself in this manner shall be at the proposer's own risk and no relief for error or omission shall be given.

C. Insurance Requirements

Without limiting Directors' right to obtain indemnification from CONTRACTOR or any third parties, CONTRACTOR, at its sole expense, shall maintain in full force and affect the following insurance policies throughout the term of the contract.

1. Comprehensive general liability insurance with coverage of not less than \$1,000,000 combined single limit per occurrence for bodily injury, personal injury, and property damage. Comprehensive general liability insurance policies shall name Directors, its officers, agents, and employees, individually and collectively, as additional insured, but only insofar as the operations under the terms of the contract are concerned. Such coverage for additional insured shall apply as primary insurance or self-insurance and any other insurance, maintained by Directors, its officers, agents, and employees, shall be given excess only and not contributing with insurance provided under the CONTRACTOR's policies herein.
2. Comprehensive automobile liability insurance with limits for bodily injury of not less than \$25,000 per person, \$250,000 per accident and for property damages of not less than \$50,000, or such coverage with a combined single limit of \$250,000.
3. Professional liability insurance of at least \$1,000,000.
4. Worker's compensation insurance as required by law.

This insurance shall not be canceled or changed without a minimum of thirty (30) days advance written notice given to Directors. CONTRACTOR shall provide certification of said insurance to Directors within twenty-one (21) days of the date of the execution of the contract. Such certification shall show, to Directors' satisfaction, that such insurance coverages have been obtained and are in full force; that Directors, its officers, agents, and employees will not be responsible for any premiums on the policies; that as and if required such insurance names Directors, its officers, agents and employees individually and collectively as additional insured (comprehensive and general liability only), but only insofar as the operations under the contract are concerned, that such coverage for additional insured shall apply as primary insurance and any other insurance, or self insurance, maintained by Directors, its officer, agents, and employees, shall be excess only and not contributing with insurance provided under the CONTRACTOR's policies herein; and that this insurance shall not be canceled or changed without a minimum of thirty (30) days advance, written notice given to Directors.

In the event CONTRACTOR fails to keep in effect at all times insurance coverage as herein provided, Directors may, in addition to other remedies it may have, suspend or terminate the contract upon the occurrence of such event.

D. Conflict of Interest

The prospective contractor shall disclose any financial, business, or other relationship with Directors that may have an outcome on the selection.

E. Preparation of Proposal

The proposal shall be formatted in accordance with the requirements specified in Section III: Proposal Requirements of this RFP. Proposal forms shall be executed by an authorized signatory as described immediately following Section F: Signing of Proposal/Authorization to Negotiate. All proposals shall be prepared by and at the expense of the proposer.

F. Signing of Proposal/Authorization to Negotiate

The proposal shall be signed by an official authorized to bind the proposer and shall contain a statement to the effect that the proposal is a firm offer for a 90-day period. The proposal shall also provide the following: name, title, address, and telephone number of individuals with authority to negotiate and contractually bind the company.

G. Modification or Withdrawal of Proposals

Any proposal received before the date and time specified above for receipt of proposals may be withdrawn or modified by written request of the proposer. To be considered, however, the modified proposal must be received by the proposal due date and time specified previously.

All verbal modifications to these conditions or provisions are ineffective for proposal evaluation purposes. Only written changes issued by proposers to Directors are authorized and binding.

H. Rejection of Proposals

Failure to meet the requirements for the request for proposals will be cause for rejection of the proposal. Directors may reject any proposal if it is conditional, incomplete, or contains irregularities or inordinately high cost rates. Directors may waive an immaterial deviation in a proposal. Waiver of an immaterial deviation shall in no way modify the Request for Proposals document or excuse the proposer from full compliance with the contract requirements of the proposer is awarded the contract.

I. Contract Award

The actual award of the contract will be by the Directors. Proposal opening does not constitute the awarding of a contract. The contract is not in force until it is awarded by Directors and executed by the Directors designees.

J. Attachments

Attachments to be included at the end of the proposal are as follows (as attached herein).

- ◆ Attachment A - Title VI Assurance

XI. DIRECTORS RIGHTS

Directors may investigate the qualifications of any proposer under consideration, require confirmation of information furnished by a proposer, and require additional evidence of qualifications to perform the work described in the RFP. Directors reserve the right to:

1. Reject any or all of the proposals if it deems such action is in the public interest;
2. Issue subsequent Requests for Proposals;
3. Cancel the entire Requests for Proposal;
4. Remedy technical errors in the Request for Proposals process;
5. Appoint an evaluation committee to review the proposals;
6. Seek the assistance of outside technical experts in proposal evaluation;
7. Approve or disapprove the use of particular subcontractors;
8. Establish a short list of proposers eligible for interviews after review of written proposals;
9. Negotiate with some, all, or none of the respondents to the RFP;
10. Solicit best and final offers from all or some of the proposers;
11. Award a contract to one or more proposers;
12. Accept an offer other than the lowest price offer; and
13. Waive informalities and irregularities in proposals and the bid process.

This RFP does not commit Directors to enter into a contract, nor does it obligate Directors to pay for any costs incurred in preparation and submission of proposals or in anticipation of a contract. All proposals will be subject to public disclosure as required by the California Public Records Act.

Directors reserves the right to investigate the qualifications of all firms under consideration to confirm any part of the information furnished by a proposer, or to require other evidence of managerial, financial, or other capabilities that are considered necessary for the successful performance of the contract.

XII. PROPOSER OBJECTIONS

A proposer may object to any of the terms or provisions set for the in the RFP's Scope of Work or to the selection of a particular proposer on the grounds that Directors' procedures, the provisions of this RFP, or applicable provisions of federal, state, or local law have been violated or inaccurately or inappropriately applied by submitting Directors a written explanation of the basis for the objection. Deadlines for submittal of objections are:

- ◆ No later than one week prior to the date proposals are due, for objections to RFP provisions; or
- ◆ Within three working days after the date on which contract award is authorized or the date the proposer is notified that it was not selected, whichever is later, for objections to proposer selection.

If the proposer does not state any objections, Directors will assume that the RFP scope of service are acceptable to the proposer and have been fully factored into its response. Given the need to initiate the

project in a relatively short period of time, if the proposer intends to negotiate with Directors concerning any part of the scope of services that the proposer finds objectionable, the proposer must provide specific language in its response that will address or cure its objections.

Attachment A

TITLE VI ASSURANCE

The Council of Fresno County Governments, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat 252 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, department of Transportation, Subtitle A, Office of the Secretary, Part 21 Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority businesses enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or nation origin in consideration of an award.

FY 2009-10 PARTNERSHIP PLANNING APPLICATION

- ✓ Application length – 20 page maximum – includes all documents **except** letters of support
- ✓ Double spaced, 12 pitch font
- ✓ No binding, use one staple
- ✓ Project titles should be brief

Required Documents

- Signed Application, Scope of Work, Project Schedule and Funding Chart, map of project area, digital photographs of project area (when applicable)

Submit five signed hard copies and one electronic copy on a CD (Microsoft Word and Excel) of the entire Application and all documents, including the Required Documents listed above.

PROJECT TITLE	San Joaquin Valley Interregional Goods Movement Plan
PROJECT LOCATION (city(ies) and county(ies))	The counties of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin

APPLICANT					SUB-RECIPIENT(S)*		
Organization	Merced County Association of Governments						
Contact Person	Mr. Jesse Brown, Executive Director						
Mailing Address	369 W. 18 th Street						
City	Merced						
Zip Code	95340						
E-mail Address	Jesse.Brown@mcagov.org						
Telephone Number	Area Code	209	Number	723-3153, ext. 302	Area Code		Number
Fax Number	Area Code	209	Number	723-0322	Area Code		Number

FUNDING INFORMATION					
				Federal Grant Funds Requested \$ 300,000	
Funding Source of Local Match (TDA, general fund, tax measure, etc.)				Local Match Amount (20% minimum)	
(per capita basis) TDA monies from SJV Counties' COGs =>		Cash		\$ Cash	40,000
(per capita basis) TDA monies from SJV Counties' COGs =>		In-Kind		\$ In-kind	35,000
				\$ Required Local Match	75,000
Name of Cash/In-Kind Provider				Other Funding (optional overmatch above the required 20 % minimum local match)	
SJV Counties' COGs		Cash			
SJV Counties' COGs		In-Kind			
				Total Project Cost \$ 375,000	
LEGISLATORS IN PROJECT AREA					
State Senator(s) (name and district)			Assembly Member(s) (name and district)		
Jeff Denham, 12 th District			Cathleen Galgiani, 17 th District		
State Capitol, Room 3076			State Capitol, Room 5155		
Sacramento, CA 94248-0001			Sacramento, CA 94249-0017		

1. Project Summary (50 word maximum) (*what, who, where?*)(5 points)

- A. Briefly summarize the project and what it will accomplish, list who will be involved, and define the study area.

Following an interregional planning process with key stakeholders, the San Joaquin Valley (SJV) Interregional Goods Movement Plan will identify the SJV's preferred future goods movement system. Instead of competing by region, this consensus-based system strategy will focus the SJV's efforts on implementing a singular interregional strategy, potentially through phasing.

2. Detailed Project Description (15 points)

- A. Define the project (*what?*)
 B. Describe the project area (e.g., urban/rural/suburban setting, geographic characteristics, etc.) (*where?*)
 C. Describe the stakeholders involved in the project and what their role will be (*who?*)

The planning area will be the San Joaquin Valley (SJV), which is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, large urban environments, and a growing population of about 4 million people (DOF, 01/2008). The 240-mile long valley encompasses the 8-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin.

The SJV, which expects a population of 9.5 million people by 2050 (139% increase, DOF), is the region with the fastest growing population in the State. The increased population means higher demands for goods and reduced efficiency of goods movement on even more congested highways in the SJV. This is the reason for examining the existing goods movement system against future population to identify future system deficiencies.

The earth's population, as of February 2009, is estimated to be about 6.76 billion, and is expected to increase to about 9 billion by 2040 (U.S. Census Bureau, International Database). In 2007, with agriculture product sales of \$33.9 billion, California nationally ranked 1st in crop sales and 2nd in livestock sales (USDA 2007 Census of Agriculture). With nearly \$20 billion in

annual agricultural products sales, which represents 54% of California's agricultural production market value, the SJV stands as the largest agricultural regional in the Nation. "California agriculture is an over \$30 billion dollar industry that generates another \$100 billion in related economic activity. According to a U.C. Davis research study, 18,000 jobs are created in the State for every \$1 billion in farm sales (State Senate Republican Office of Policy, 02/05/2009)." The increased global population would escalate global demand for agricultural products produced by the SJV. This is another reason for examining the goods movement system to determine what will be needed in the SJV in order to accommodate this very substantial future demand.

With the worsening national Recession, rising unemployment (Nation: 7.6%; California: 9.3%), and the State dealing with an over \$40 billion budget gap, it will be even more crucial to ensure the efficient transport of goods in the SJV. With forecasted future global growth and demand for agricultural products, the SJV's goods movement system could be established through strategic planning and investments to be an even greater generator of revenues and jobs.

With the participation of to-be-identified stakeholders, this plan will look at the flow of goods into, out of, and within the San Joaquin Valley planning area. Utilizing commodities flow analyses, the current market flow patterns and distributions will be determined. Modal constraints for the existing goods movement system will also be determined. The future (2035) demand on goods movement demand will be forecasted and modeled with the existing system to identify deficiencies. Alternative goods movement system strategies will then be identified to meet the future demand. In order to evaluate the goods movement system alternatives, evaluation criteria, including maximizing mobility and minimizing/mitigating environmental impacts (i.e. reduction of Greenhouse Gases (GhG) to adhere to California's A.B.32's 2020 GhG goals), will be determined by the stakeholders. Following the extensive interregional process of evaluating

the alternatives, the stakeholders will select the preferred future goods movement system strategy. Looking at the existing goods movement network, conclusions will be drawn concerning what will be needed on a valleywide basis to phase in the preferred future goods movement system strategy. In order to implement these proposed system strategy, the plan will explore funding opportunities. Having valleywide consensus on the preferred goods movement system will help to focus whatever available, limited resources to achieve strategic phasing of the selected future interregional system.

Identification of key stakeholders will be included as responsibility in the scoped work for the consultant(s). The stakeholders will include Federal Highway Administration (FHWA), Caltrans, ports, private trucking, railroads, CHP, businesses (ag, retail), regional transportation agencies.

- FHWA and Caltrans will provide oversight and guidance during the planning process in terms of whether proposed system concepts will align with their respective transportation goals. They will also inform the stakeholders of implementation regulations and guidelines.
- Ports will provide insights on the existing and future import/export port environments and will address their short- and long-range strategies for handling future demand.
- Trucking and Rail companies will discuss existing freight traffic and existing capacity concerns and will express their future goals (capacity-increasing).
- California Highway Patrol will provide guidance on trucking restrictions.
- Businesses will share their business plans, which may place more goods movement demands.

- Regional transportation agencies will work with stakeholders to plan system improvements, maximize regional shares of transportation funds (possibly through public-private financial partnerships).

With public and private stakeholders at the table, there will be opportunities for public-private partnerships for financing the preferred future goods movement system.

3. Justification for the Planning Project (*why?*) (15 points)

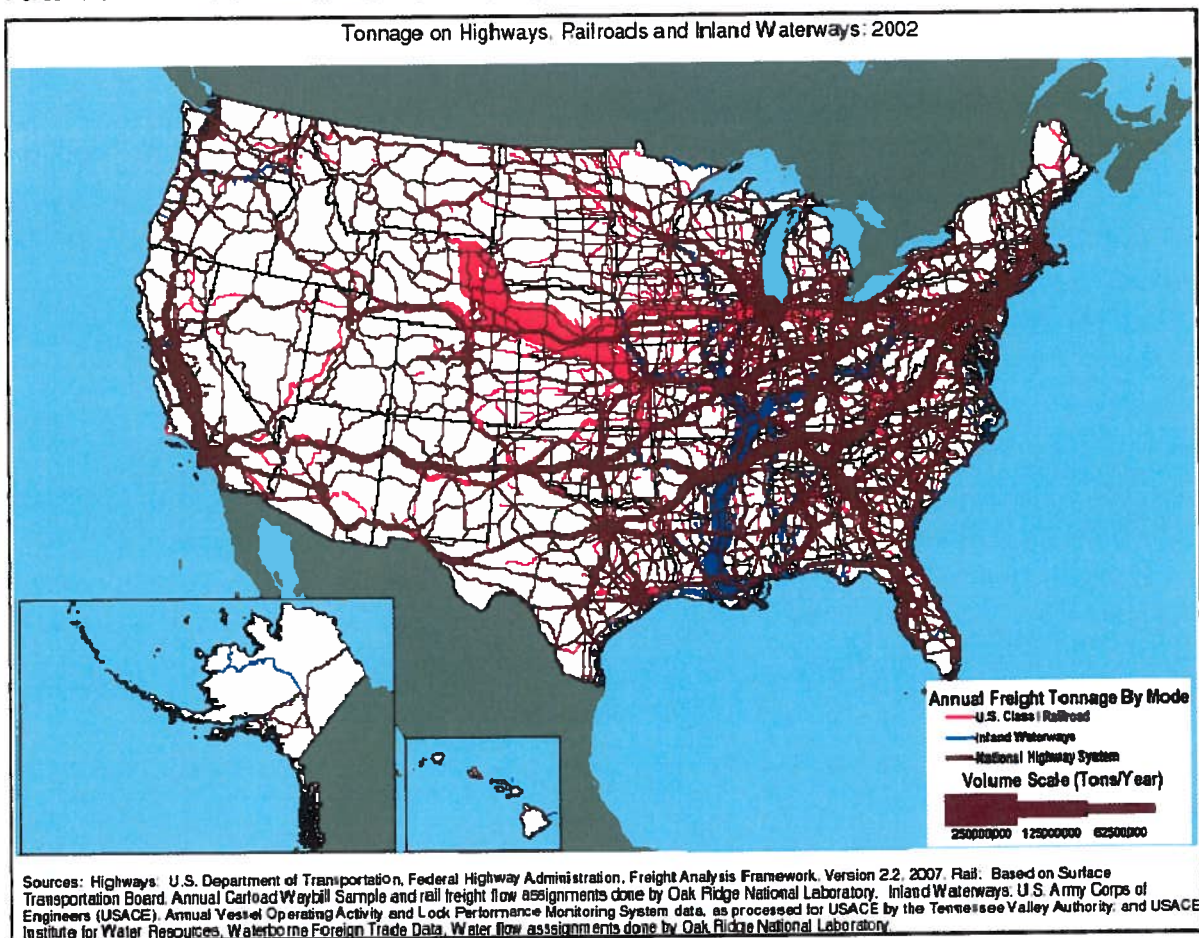
- List and describe the critical transportation need(s) that the project is attempting to address
- Describe why the project will address the transportation need(s)

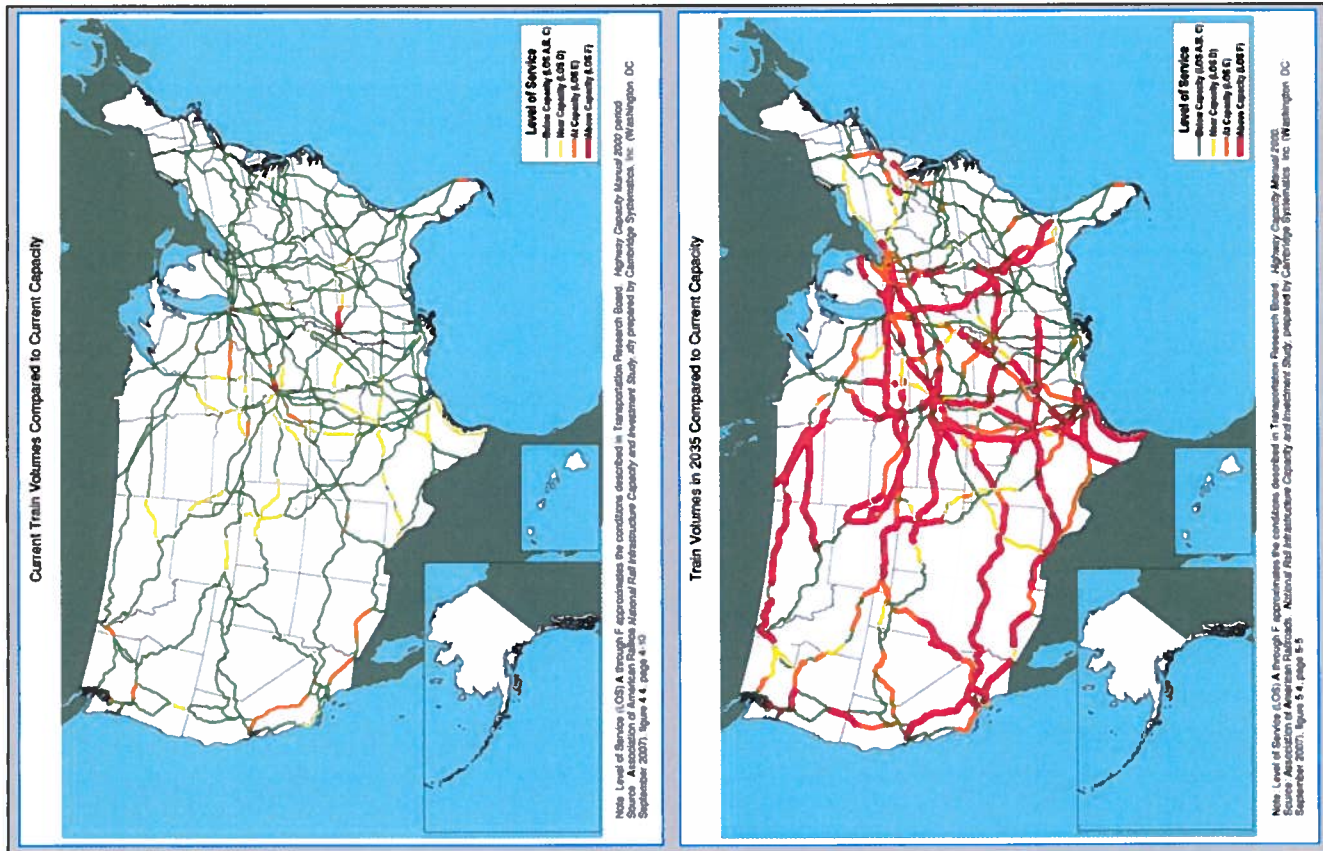
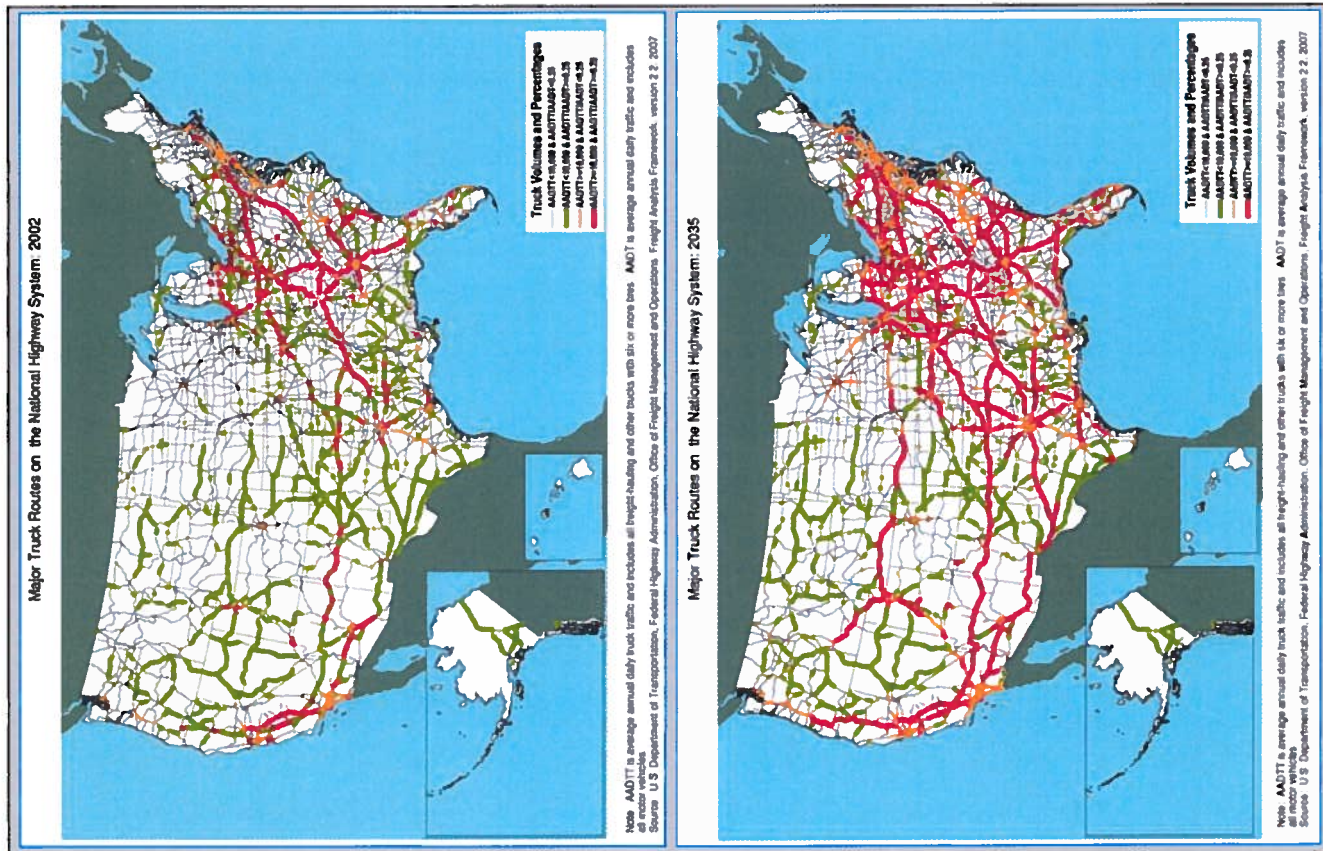
The existing primary goods movement modes, truck, rail and air, for the SJV are nearing (if not already have reached) their capacity constraints (especially the more-used modes of transport, truck and rail, as shown in the illustrations at the end of this section). The ability to effectively and efficiently get goods to the market is a major driver of the economy, especially in today's economic Recession climate that is hoping for consumers to stimulate the economy by spending more on affordable goods. With the mobility of goods becoming increasingly deficient in the SJV, due to capacity issues, concurrent usages of primary modes to move people (motorists and passengers of trains/planes) and limited capital resources to fund all needed infrastructure improvements, it becomes even more critical to the economic health and recovery of the SJV and the State to collaborate with key stakeholders (Federal Highway Administration (FHWA), Caltrans, ports, private trucking, railroads, CHP, businesses (ag, retail), regional transportation agencies, and others to be determined) to strategically plan a future, consensus-based, interregional goods movement system strategy. With the Planning Partnership grant, the SJV will begin engaging stakeholders in the interregional planning process that will result in this SJV Interregional Goods Movement Plan.

Without coordinated, collaborative planning on an interregional level, goods movement projects that do get implemented may be fragmented improvements to a region and may not have

significant impacts, via fluidic and timely connectivity, to the SJV interregional goods movement system. An example would be increasing the capacity of an interregional route in one county while not communicating and collaborating with other counties and stakeholders to stage the implementation of consistent capacity increases for the remaining stretches of the entire goods movement route. A “bottleneck” would occur at the junction where larger capacity ends and lower capacity begins. If goods movement is not free-flowing, then costs of delays will be passed on to the consumers, who will spend less. With an economy that survives and strives on consumer spending on goods, it will further cripple the economy if higher prices discourage them.

MAP OF GOODS MOVEMENT MODAL NETWORKS.





4. Federal Transportation Planning Goals – Describe how the proposal addresses three or more of the following Federal Transportation Planning Factors or Goals: (15 points)

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:**

An objective of this grant product is to ensure the unimpeded future flow of goods in, out of, and thru the SJV region. It is the State's and the Nation's desire to keep goods movement flowing smoothly and unhindered. Goods movement helps to "drive" the economy. Unobstructed, efficient transport of goods to market means lower costs to consumers and thus more consumer interests and demand for the goods. If goods movement is hindered by higher levels of congestion on the transport corridors, then goods become more expensive and thus less desirable to consumers (therefore hurting an already struggling economy, with fewer sales and less sales taxes) that is trying to recover). If the SJV cannot provide the supply of agricultural products at affordable prices, due to increased costs of transport in congested transport corridors, then the global markets will look elsewhere for the better deal.

- **Increase the safety of the transportation system for motorized and non-motorized users:**

Since major goods-transport corridors are also being used by motorists and passengers, improvements to these will enhance the flow of all goods and people movements and lower the potential for safety issues produced from increased traffic and high congestion levels. For example, if toll highways were built specifically for freight, then the timeliness of on-time deliveries would be improved and the risks of accidents with passenger vehicles would be nonexistent.

- **Promote efficient system management and operation:**

Another objective of this grant product is to, on the valleywide basis, identify and support a future goods movement system that will maximize the ability to cost-effectively transport goods

to market with the least environment impacts while also keeping in mind the ever-increasing levels people movements on the same infrastructure corridors (highways and railways). The planning process, undertaken to complete this SJV Interregional Goods Movement Plan, will involve the stakeholders in looking at the existing overall goods movement system, its current deficiencies in handling future goods and people movements, and alternative systems to overcome the future deficiencies all for the purpose of ensuring an efficient, effective, economic transport system for the SJV. Without adequate discussion and planning with stakeholders, regional projects that may implemented to 2035 may be fragmented and may not maximize the efficiency of the overall goods movement system for the SJV.

5. California Transportation Plan Goals – Demonstrate how the proposal addresses one or more of the following California Transportation Plan Goals: (15 points)

- **Support the Economy:**

The biggest news nowadays revolves around the economy, which is suffering from the worsening Recession. Especially during these bad times and the periods of economic recovery, it is supportively crucial to ensure the fluidic flow of goods to markets. Effective, efficient transport keeps costs of goods affordable for consumers to buy. If these goods are hindered in their transport to markets, their prices will increase and negatively impact their decisions to buy. These lower sales mean less sales tax revenues to the government. Lower sales and less demand also mean production cuts and thus higher unemployment. Also bad for the SJV economy, if goods produced in the SJV (i.e. agricultural products) become too costly, then the global markets will have lower demand and/or look elsewhere for lower prices. The impedance of timely goods movement would obstruct economic recovery.

6. Grant Program Objectives – Describe how the proposal addresses all of the following objectives of the Partnership Planning program: (15 points)

- A. Encourage or strengthen multi-agency and/or government-to-government relations
- B. Are jointly performed with Caltrans
- C. Have statewide or multi-regional benefits
- D. Ultimately result in transportation system improvements for the region or State

This project is co-sponsored by the SJV COGs, which include Merced County Association of Governments (being the project administrator), Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments.

The project will also enlist other stakeholders (i.e. Federal Highways Administration, Caltrans, ports, other public agencies, private industries) to actively participate throughout the planning process.

The SJV COGs have a long history of collaborative work to ensure a coordinated and comprehensive approach to transportation and air quality planning. Several years ago, these agencies developed a formal relationship that included the eight SJV Transportation Planning Agencies (TPAs) and the SJV Air Pollution Control District (SJV Air District). Coordination among these agencies has proven to be very effective and several initiatives, including the very successful and well-received SJV Blueprint, have been developed to date. The eight SJV TPA Directors' Group meets on a bimonthly basis or as needed. Through the impetus of the SJV TPA Directors, the eight SJV TPAs and the SJV Air District have executed a Memorandum of Understanding (MOU) to ensure a coordinated transportation and air quality planning approach. Finally, the SJV TPA Directors group meets with Caltrans and SJV Air District staff on a quarterly basis, and sub-committees and working groups meet frequently, as needed, in an effort to fully coordinate their areas of assignment.

Merced County Association of Governments will be responsible for the day-to-day management of the study, will be the contracting party with the selected consultant(s), and will have primary authority for contract management and enforcement. Under direction from MCAG, the consultant(s) will report on the status of the study to the SJV TPA Directors group as well as obtaining input via the various stakeholders' meetings that will take place throughout the planning process.

Selection of the preferred future goods movement system for the eight county region will ensure consistency of planning and more effectiveness of implementation. While implementation of interregional goods movement goals for the SJV will benefit the region, it will also further the economic health of the State and the Nation.

7. Public Participation – Describe the outreach methods that will be used to engage the public and the project stakeholders (i.e., Native American Tribal Governments, local government agencies, non-governmental organizations, and under-represented populations) above and beyond your current adopted Public Participation Plan. (10 points)

The stakeholders' group will be created in the initial stage of this project. During the course of the project, stakeholders will be asked to actively engage in the process.

Identification of key stakeholders will be included as responsibility in the scoped work for the consultant(s). The stakeholders will include FHWA, Caltrans, ports, private trucking, railroads, California Highway Patrol, businesses (ag, retail), regional transportation agencies.

- FHWA and Caltrans will provide oversight and guidance during the planning process in terms of whether proposed system concepts will align with their respective transportation goals. They will also inform the stakeholders of implementation regulations and guidelines.
- Ports will provide insights on the existing and future import/export port environments and will address their short- and long-range strategies for handling future demand.

- Trucking and Rail companies will discuss existing freight traffic and existing capacity concerns and will express their future goals (capacity-increasing).
- California Highway Patrol will provide guidance on trucking restrictions.
- Businesses will share their business plans, which may place more goods movement demands.
- Regional transportation agencies will work with stakeholders to plan system improvements, maximize regional shares of transportation funds (possibly through public-private financial partnerships).

During the course of the project, the consultant(s) will be providing regular progress reports relating to the scope of work tasks. These reports will be shared with the stakeholders for comments and then be presented as informational status reports to committees (citizens advisory, technical planning, technical review) and boards of the SJV regional transportation agencies.

With public and private stakeholders at the table, there will be opportunities for public-private partnerships for financing the preferred future goods movement system.

8. Project Management and Implementation (*how ?*) (10 points)

- A. Describe how the project will be managed.
- B. Describe the next steps in implementing the project.

A. Describe how the project will be managed.

MCAG will take the lead in hiring the qualified consulting firm(s) to perform the scope of work entailed in preparing the SJV Interregional Goods Movement Plan. A quick summary of the (attached) tasks for the consultant(s) follows.

1. Describe the San Joaquin Valley (SJV) Region: Demographics, Economics, Circulation.
2. Describe the Importance and Benefits of Goods Movement to the SJV and to the State.
3. Outreach Assistance.
4. Compile and Collect Goods Movement Data and Prepare Report.

5. Assess Growth in Freight Demand, Trends in the Logistics Industry, and 2035 System Performance.
6. Evaluate the Community, Environmental, and Economic Impacts of Freight Movement.
7. Identify and Evaluate Strategies for Improving the Movement of Goods.
8. Identify Strategies for Mitigating the Effect of Goods Movement on Local Communities and the Environment.
9. Develop SJV Interregional Goods Movement Plan Report and Identify Institutional/Funding Arrangements Needed to Implement the Plan.
10. Project Administration.

During the course of the project, MCAG will be overseeing and holding accountable the work of the consultant(s). MCAG will expect regular progress reports relating to the above-mentioned tasks. These reports will be shared with the stakeholders for comments and then be presented as informational status reports to committees (citizens advisory, technical planning, technical review) and boards of the SJV regional transportation agencies.

B. Describe the next steps in implementing the project.

As the product of the project, the SJV, with the support of the Federal/State and public stakeholders, will have the consensus-based, preferred future goods movement system selected.

With the preferred future system as the goal for the entire SJV, the stakeholders will collaboratively work on identifying the phasing of projects to attain that future goal. These interregional projects will then be consistently included in the SJV's regional transportation agencies' planning documents (i.e. Regional Transportation Plans) as regional priorities. Federal and State resource agencies, who will have been involved in the project process, will key

stakeholders to available funding for implementation opportunities, which could be leveraged with regional public shares and private industry investments via public-private partnerships.

To the best of my knowledge, all information contained in this proposal is true and correct.



Signature of Authorized Official (Applicant)

Jesse Brown
Print Name

Executive Director
Title

March 20, 2009
Date

Signature of Authorized Official (Sub-recipient)

Print Name

Title

Date

San Joaquin Valley (SJV) Interregional Goods Movement Plan Scope of Work

Work Task 1: Describe the San Joaquin Valley (SJV) Region: Demographics, Economics, Circulation.

Draw from existing goods movement reports and studies developed on goods movement for the region and update as appropriate including: San Joaquin Valley Goods Movement Action Plan (GMAP), GMAPs from neighboring regions and the State, San Joaquin Valley Truck Model Study Phases I-III, California Inter-Regional Intermodal System Study, Oakland-Shafter Inland Port White Paper, SR58 Origin Destination Truck Study, Draft SR 99/I-5 Origin Destination Truck Study, Draft Altamont-San Joaquin Valley Corridor Concept Report, others as appropriate.

Deliverable	Documentation
Description of SJV Region.	Document writeup of the demographics, economics, and circulation by modes for the SJV Region

Work Task 2: Describe the Importance and Benefits of Goods Movement to the SJV and to the State.

Deliverable	Documentation
Description of Importance and Benefits (National/State/Regional)	Document writeup of importance and benefits of goods movement to the SJV and to the State

Work Task 3: Outreach Assistance.

Identify key stakeholders and form the stakeholders group (businesses, agriculture, energy, retail, distribution centers, shippers, receivers, private trucking, ports, railroads, FHWA, Caltrans, CHP, regional transportation agencies, local government, etc.).

Task 3.1

- Build listing of stakeholders

Task 3.2

- Hold stakeholders kickoff meeting to discuss scope of project

Facilitate consensus with stakeholders throughout the process

Task 3.3

- Identify roles of stakeholders

Task 3.4

- Hold quarterly face-to-face and monthly teleconference stakeholders meetings (possibly workshops) to solicit feedback during process

Task 3.5

- Present quarterly progress reports to committees and boards of regional transportation agencies
- Present quarterly progress reports at SJV Transportation Planning Agencies Directors' Group meetings

Deliverable	Documentation
Stakeholders Group Listing	Contact information for stakeholders
Roles of Stakeholders	Writeup to describe roles and expectations of active participation of stakeholders
Meeting Agendas	Agendas will be prepared and advanced to stakeholders prior to meetings
Participation Logs	Participation sign-in sheets and logs
Meeting Materials	Presentations and handouts
Meeting Notes	Meeting discussions will be written up and provided to stakeholders

Work Task 4: Compile and Collect Goods Movement Data and Prepare Report.

Document existing freight movement systems and constraints including distribution centers, terminals, yards, inland ports, and routes (existing and potential).

Task 4.1

- Describe the Current Market Flow Patterns (Goods to Market Segments) of Goods Movement

Task 4.2

- Identify Current Constraints

Task 4.3

- Identify Current Deficiencies

Deliverable	Documentation
Baseline Flows	Modeling document that describes existing goods-to-market flow patterns
Capacity Report on Transport Modes	Documented examination of existing capacity constraints
Existing GM System Report	Report that compiles the gathered data and analysis and that summarizes deficiencies with the existing GM system

Work Task 5: Assess Growth in Freight Demand, Trends in the Logistics Industry, and 2035 System Performance.

Identify projected goods movement growth and trends, and possible private sector responses, to the global, national and regional markets.

Task 5.1

- Project Future Goods Movement (Goods to Market Segments) Demand

Task 5.2

- Project Trends in Logistics Industry (Goods to Market Segments)

Task 5.3

- Model Future (2035) Demand on Existing System

Task 5.4

- Identify Future Deficiencies

Deliverable	Documentation
Future Demand Projection	Document that forecasts the demand for goods movement
Future Trends in Logistics	Document writeup of expected trends in logistics
Future GM System Deficiencies Paper	Report that identifies the future deficiencies in the existing GM system due to projected demand

Work Task 6: Evaluate the Community, Environmental, and Economic Impacts of Freight Movement.

Task 6.1

- Identify the community, environmental and economic impacts

Deliverable	Documentation
Goods Movement Impacts Report	Document writeup of identified impacts of goods movement to the community, environment, and economy

Work Task 7: Identify and Evaluate Strategies for Improving the Movement of Goods.

Identify optimal short-term and long-term infrastructure and operational strategies

Task 7.1

- Identify initial system/institutional alternative phasing strategies including pilot demonstration projects. Include detail system/institutional alternatives descriptions such as contractor/operator implementation options (rail), near and long term market extensions, near and long term infrastructure and equipment investment costs.

Task 7.2

- Facilitate the stakeholders' selection of alternatives to be studied and evaluated

Task 7.3

- Determine the evaluation criteria, which may include environment, mobility, economy, funding/investment, cost distribution, management, public benefit, land use compatibility, passenger travel co-benefits, long-haul/short-haul co-benefits

Task 7.4

- Prepare the Alternatives Matrix
- Modify alternatives and reevaluate, as needed but to limited degree

Task 7.5

- Facilitate the stakeholders' review of the alternative systems

Task 7.6

- Facilitate the stakeholders' consensus for the preferred future system

Deliverable	Documentation
Description of System Alternatives	Document writeup of identified future system alternatives
Evaluation Criteria	Document writeup of evaluation criteria listing and definitions
Alternatives Matrix	Development of matrix that looks at side-by-side future system alternatives against criteria
Preferred System Alternative	Document writeup of consensus-based selection of preferred future system alternative

Work Task 8: Identify Strategies for Mitigating the Effect of Goods Movement on Local Communities and the Environment.

Task 8.1

- Identify strategies to lessen community and environmental impacts

Deliverable	Documentation
Impacts Mitigation Matrix	Document writeup of strategies to mitigate goods movement impacts to the local communities and to the environment

Work Task 9: Develop SJV Interregional Goods Movement Plan Report and Identify Institutional/Funding Arrangements Needed to Implement the Plan.

Task 9.1: Identify Institutional/Funding

- Identify near and long term and institutional/management strategy (multimodal corridor authority, statewide coordination, etc.)
- Identify near and long term funding strategies and opportunities (public-private partnerships) for implementation

Task 9.2: Prepare Draft Plan

- Write the Draft SJV Interregional GM Plan

Task 9.3: Present Draft Plan for Feedback/Responses

- Present Draft SJV Interregional GM Plan to stakeholders group
- Present Draft SJV Interregional GM Plan to the committees and boards of regional transportation agencies
- Circulate Draft SJV Interregional GM Plan to stakeholders for feedback

Task 9.4: Prepare Final Plan

- Prepare Final SJV Interregional GM Plan

Task 9.5

- Present Final Plan to the stakeholders group for approval

- Present Final Plan to the committees and boards of regional transportation agencies for adoption

Task 9.6

- Present Final Plan to the SJV Transportation Planning Agencies Directors' Group for approval and signatures

Deliverable	Documentation
Description of Funding/Institutional Opportunities	Document writeup of existing and future funding opportunities available for planning and implementation of the preferred future system
Draft SJV Interregional GM Plan	Compiling results from and initial document writeup of Tasks 1-7, 9, 10
Presentation to Stakeholders and Policy Groups	Powerpoint presentations, factsheets and handouts. Agendas with action items and meeting minutes.
Final SJV Interregional GM Plan	Final document writeup of consensus-based system plan
Appendices/GM Library	Document analysis and data as well as other sources that may include alternative route options by mode, cost scenarios, alternative mode technologies, past reports, response to comments on Draft Plan.

Work Task 10: Project Administration.

Deliverable	Documentation
Amend Valleywide COG Coordinator Contract to Provide Project Management for this Plan	Amended contract funded by all 8-valley COGs as part of cash match for grant.
Project scope versus budget tracking	Monthly updates of spreadsheet to track consultant invoices and % completion of scope tasks

Tasks	Fund Source		FY 2008/10												FY 2010/11												FY 2011/12												Deliverable
	Responsible Party	Total Cost	Grant \$	Local \$	In-kind \$	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D				
Describe the San Joaquin Valley (SJV)	Consultant	2,000	2,000			X	X	X	X	X	X																										Document describing the SJV and the importance and benefits of existing goods movement to the SJV		
Describe the Importance and Benefits of Goods Movement (GM) to SJV and to State	Consultant	8,000	8,000			X	X	X	X	X	X																												
Outreach Assistance	Consultant	75,000	62,000	5,000	8,000	X	X	X	X	X	X																										Regional Coordination and Study Stakeholders List and Roles, Agendas, Participation Logs, Minutes, Facilitators, Handouts, Presentations		
Compile and Collect Goods Movement Data and Prepare Report	Consultant	30,000	24,000	4,000	2,000	X	X	X	X	X	X																										Baseline goods-to-market flow patterns, Modal Capacity Report, Existing System Deficiencies Report		
Assess Growth in Freight Demand, Trends in Logistics Industry, and 2035 System Performance	Consultant	40,000	40,000			X	X	X	X	X	X																										Future Demand Project, Future Trends in Logistics, Future System Deficiencies Report		
Evaluate the Community, Environmental, and Economic Impacts of Freight Movement	Consultant	35,000	28,000	4,000	3,000	X	X	X	X	X	X																										Goods Movement Impacts Report		
Identify and Evaluate Strategies for Improving the Movement of Goods	Consultant	90,000	80,000	2,000	8,000	X	X	X	X	X	X																										Description of Future System Alternatives, Evaluation Criteria, Alternatives Matrix, Preferred Future System Alternative		
Identify Strategies for Mitigating the Effect of Goods Movement on Local Communities and the Environment	Consultant	35,000	28,000	4,000	3,000	X	X	X	X	X	X																										Impacts Mitigation Matrix		
Develop SJV Interregional Goods Movement Plan Report and Identify Institutional/Funding Arrangements Needed to Implement the Plan	Consultant	35,000	28,000	4,000	3,000	X	X	X	X	X	X																										Description of Funding Opportunities, Draft SJV Interregional GM Plan, Presentation to Stakeholders and Policy Groups, Final SJV Interregional GM Plan		
Administration	Admin COG	25,000		17,000	8,000	X	X	X	X	X	X																										Invoice tracking of progress		
TOTALS		375,000	300,000	40,000	35,000	X	X	X	X	X	X																												

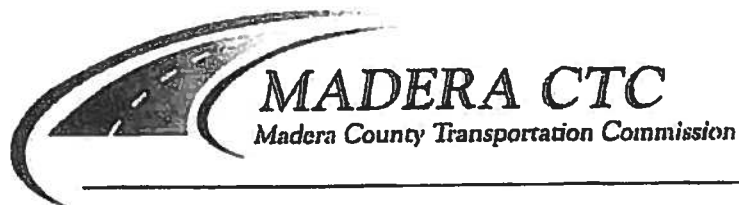
Prepared
Audit
by Callina

* Proposal can be more than one page and for up to two years

Funding Amount & Sources	
Partnership Planning Grant	\$300,000
Cash Match	\$40,000
In-Kind Match	\$35,000
	\$375,000

San Joaquin Valley Partnership Planning Area





2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

March 17, 2009

Mr. Jesse Brown, Executive Director
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

Dear Mr. Brown:

On behalf of the Madera County Transportation Commission (Commission), I am writing to support in concept the proposed study of the San Joaquin Valley Interregional Goods Movement Plan.

As you know, traffic congestion and mobility deficiencies in the San Joaquin Valley are currently problematic and are expected to significantly worsen. Especially during this troubling recession, good mobility is vital to the economic health of the San Joaquin Valley and critical to the economic recovery of the State of California. The San Joaquin Valley transportation corridors are expected to experience even more congestion in the near future, which will further compound the existing mobility and safety problems, goods movement will be hindered and thus more expeditious economic recovery.

The Commission recognizes the need to provide for significant, strategically-phased improvements in goods movement as an important component of the region's and the State's economic development. The study you are seeking funding for would address current and future needs for more coordinated and collaborative interregional goods movement strategies for the San Joaquin Valley Planning Area, resulting in the creation of a more free-flowing goods movement network within the San Joaquin Valley and improving the economic health of the State.

Thank you for your continued efforts to look at collaborative, interregional endeavors, which could provide promising benefits to the San Joaquin Valley and to the State of California.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

March 19, 2009

Mr. Jesse Brown, Executive Director
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

Dear Mr. Brown:

I am writing to express my support for the study of the San Joaquin Valley Interregional Goods Movement Plan.

As you know, traffic congestion and mobility deficiencies in the San Joaquin Valley are currently problematic and are expected to significantly worsen. Especially during this troubling recession, good mobility is vital to the economic health of the San Joaquin Valley and critical to the economic recovery of the State of California. With the San Joaquin Valley transportation corridors expected to experience even more congestion in the near future, which will further compound the existing mobility and safety problems, goods movement (and thus more expeditious economic recovery) will be hindered.

The Council of Fresno County Governments recognizes the need to provide for significant, strategically-phased improvements in goods movement as an important component of the region's and the State's economic development. The study you are seeking funding for would address current and future needs for more coordinated, interregionally-collaborative goods movement strategies for the San Joaquin Valley Planning Area, resulting in the creation of a more free-flowing goods movement network within the San Joaquin Valley and improving the economic health of the State.

Thank you for your continued efforts to look at collaborative, interregional endeavors, which could provide promising benefits to the San Joaquin Valley and to the State of California.

Sincerely,

A handwritten signature in blue ink that reads "Tony Boren".

Tony Boren
Executive Director
Council of Fresno County Governments

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



Kings County Association of Governments

339 W. "D" Street, Suite B, Lemoore, California 93245
(559) 582-3211 extension 2654 ♦ FAX (559) 924-5632
www.countyofkings.com/kcag

Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

March 19, 2009

Mr. Jesse Brown, Executive Director
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

Dear Mr. Brown:

I am writing to express my support for the study of the San Joaquin Valley Interregional Goods Movement Plan.

As you know, traffic congestion and mobility deficiencies in the San Joaquin Valley are currently problematic and are expected to significantly worsen. Especially during this troubling Recession, good mobility is vital to the economic health of the San Joaquin Valley and critical to the economic recovery of the State of California. With the San Joaquin Valley transportation corridors expected to experience even more congestion in the near future, which will further compound the existing mobility and safety problems, goods movement (and thus more expeditious economic recovery) will be hindered.

Kings County Association of Governments recognizes the need to provide for significant, strategically-phased improvements in goods movement as an important component of the region's and the State's economic development. The study you are seeking funding for would address current and future needs for more coordinated, interregionally-collaborative goods movement strategies for the San Joaquin Valley Planning Area, resulting in the creation of a more free-flowing goods movement network within the San Joaquin Valley and improving the economic health of the State.

Thank you for your continued efforts to look at collaborative, interregional endeavors, which could provide promising benefits to the San Joaquin Valley and to the State of California.

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director



**Kern Council
of Governments**

March 19, 2009

Mr. Jesse Brown, Executive Director
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

Dear Mr. Brown:

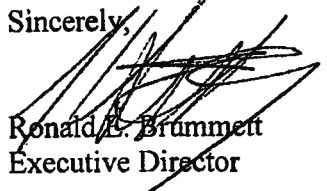
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As you know, traffic congestion and mobility deficiencies in the San Joaquin Valley are currently problematic and are expected to significantly worsen. Especially during this troubling recession, good mobility is vital to the economic health of the San Joaquin Valley and critical to the economic recovery of the State of California. With the San Joaquin Valley transportation corridors expected to experience even more congestion in the near future, which will further compound the existing mobility and safety problems, goods movement (and thus more expeditious economic recovery) will be hindered.

Kern COG recognizes the need to provide for significant, strategically-phased improvements in goods movement as an important component of the region's and the State's economic development. The study you are seeking funding for would address current and future needs for more coordinated, interregionally-collaborative goods movement strategies for the San Joaquin Valley Planning Area, resulting in the creation of a more free-flowing goods movement network within the San Joaquin Valley and improving the economic health of the State.

Thank you for your continued efforts to look at collaborative, interregional endeavors, which could provide promising benefits to the San Joaquin Valley and to the State of California.

Sincerely,



Ronald E. Brummett
Executive Director

REB/rb/lc

To: San Joaquin Valley COG Directors Group

From: Will Ridder, Dana Cowell SJCOG

Subject: Preparation for the 2010 STIP Hearings

The hearings are scheduled as follows:

- March 22, Northern California Hearings, Sacramento
- March 23, Southern California Hearings, Los Angeles

This year the eight MPO's in the Valley have submitted coordinated 2010 RTIP updates. This information has been well received by CTC staff.

In the past we have briefly discussed the potential to coordinate our appearances and presentation at the STIP hearings. In particular, this has included having south county representatives appear at the Northern California hearings to demonstrate support for a Valley proposal and vice versa.

As the time for the STIP hearings approaches it is time to consider other potential coordination actions:

- Requesting to the CTC that county times be pooled to allow a "valley presentation" at the north and south hearings
- Identifying a few speakers for each hearing to present and highlight the valley proposal
- Identifying MPO representatives and possibly Valley representatives who can attend the hearings to demonstrate support for the joint proposal
- Preparing a common outline and talking points for the presentation
- Preparing a few key maps and graphics that help explain and highlight the significance and value of the Valley proposal
- Further strategy discussion at the COG Director's meeting

Staff suggests these items for discussion at the COG Director's meeting to reach consensus on approach and organization and to prepare joint materials for the STIP hearings.

In addition staff will provide any timely updates concerning STIP funding targets and CTC staff information that may be available for the STIP hearings at the time of the Director's meeting.

JAMES EARP, Chair
LARRY ZARIAN, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
JOHN CHALKER
LUCETTA DUNN
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
PATRICK MASON
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA



ARNOLD SCHWARZENEGGER
GOVERNOR

SENATOR ALAN LOWENTHAL, Ex Officio
ASSEMBLYMAN MIKE ENG, Ex Officio

BIMLA G. RHINEHART, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

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P. O. BOX 942873
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(916) 654-4245
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March 1, 2010

To: Regional Transportation Planning Agencies – County Transportation Commissions

2010 STIP Hearings

The California Transportation Commission has scheduled the following two hearings on the 2010 State Transportation Improvement Program (STIP).

Northern California STIP Hearing

Monday, March 22 – 1:00 p.m.

Department of Water Resources
Auditorium, First Floor
1416 9th Street
Sacramento, California

Southern California STIP Hearing

Tuesday, March 23 – 1:00 p.m.

Los Angeles County Metropolitan
Transportation Authority
Board Room
One Gateway Plaza
Los Angeles, California

At each hearing, Caltrans will make a presentation of its Interregional Transportation Improvement Program (ITIP) and each regional agency will have the opportunity to make a presentation regarding its Regional Transportation Improvement Program (RTIP) and to comment on the ITIP. Each regional agency should be prepared to explain its RTIP proposals and why the Commission should include them in the STIP.

Given the financial constraints of the STIP fund estimate, the 2010 STIP will consist primarily of rescheduling and updating costs for projects carried forward from the 2008 STIP. Statements of advocacy for these existing projects are generally not necessary or appropriate. The Commission asks that any regional presentations focus on any new projects being proposed and on any changes in regional priorities. Presentations should explain the relationship of current proposals to the region's long-range transportation plan, making reference to the performance and cost-effectiveness evaluation of the regional program.

Please call Annette Gilbertson at 916-653-2076 to schedule a time for your RTIP presentation. For the North hearing call by March 11 and for the South hearing call by March 15. If you have other questions regarding the STIP hearings and the STIP development process, please address them to Mitchell Weiss, the Commission's Deputy Director, e-mail Mitchell.Weiss@dot.ca.gov or phone 916-654-7179.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bimla G. Rhinehart".

BIMLA G. RHINEHART
Executive Director

STAFF REPORT

SUBJECT: San Joaquin Valley Intelligent Transportation
Systems (ITS) Status

RECOMMENDED ACTION: Approval.

DISCUSSION:

ITS Maintenance Plan Overview:

The San Joaquin Valley ITS Strategic Deployment Plan requires periodic maintenance to remain relevant. Changes to the Intelligent Transportation Systems (ITS) in the San Joaquin Valley Region, such as newly implemented projects or changes in agency priority, will be documented through updates to the Strategic Deployment Plan using procedures in the Maintenance Plan (federally accepted in July 2005).

ITS Maintenance Plan Purpose:

Released in 2001, the Federal Highway Administration (FHWA) Final Rule and the Federal Transit Administration (FTA) Policy require regions, which are using funds from the Highway Trust Fund, to establish a Regional ITS Architecture /Strategic Deployment Plan that complies with the National ITS Architecture. In response, the eight counties within the San Joaquin Valley adopted the San Joaquin Valley ITS Strategic Deployment Plan in September 2001. This plan received federal approval in January 2002. The plan fosters the integration of regional ITS systems and defines the system components, key functions, stakeholders, and information sharing. It guides the development and deployment of ITS projects and safeguards against the loss of federal funding.

ITS Maintenance Status

The San Joaquin Valley began the coordination of the RTP update in mid 2009. During the same time period, the ITS Maintenance Team, with representatives from each of the eight Metropolitan Transportation Organizations (MPO), met to discuss the need for a comprehensive ITS update. Within the Maintenance Plan it states: “a comprehensive architecture update will be completed every three years, concurrent with the update of the RTPs, as needed.” The three options discussed were to 1) reaffirm that the existing ITS architecture is still consistent with the San Joaquin Valley’s needs; 2) update ITS architecture with the assistance of a consultant; or 3) do nothing. At the October 2009 Maintenance Team meeting and with agency staff knowledge of the analysis included in the Strategic Deployment Plan, the staff level consensus was to recommend that the Executive Directors of the eight MPOs reaffirm the Strategic Deployment Plan’s consistency with the needs of the San Joaquin Valley. A comprehensive update is not needed at this time because there are no significant changes. Any minor updates will be addressed individually following the Maintenance Plan procedures.

Recommendation

- Reaffirm the Strategic Deployment Plan’s consistency with the needs of the San Joaquin Valley