



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

Note Date and Time: Friday, May 14, 2010

Time: 1 pm

Council of Fresno County Governments (Ash Room)

2035 Tulare Street, Suite 201

Fresno, CA

Toll Free Number: 877-455-8688

Participant Code: 278933

Video Conferencing also available

Please contact Tom Webster at Fresno COG 559-233-4148 Ext. 222

Agenda

Item	Presented By
1. Approval of April 1, 2010 Minutes -ENCLOSURE	
2. San Joaquin Valley Partnership Working Group – INFORMATION	M. Dozier/S. Dabbs
3. High-Speed Rail Update	C. Bowen
4. 99 Bond Savings Candidate Projects - ENCLOSURES	Caltrans
5. Fresno COG's Position regarding SB375 - POSITION ENCLOSURE	J. Brown/T. Boren
6. Transportation Working Group for the SJV Partnership	
7. Follow Up Report for Policy Council Workshop -ENCLOSURE	Nelson Nygard
8. FTIP/AQ Status - DISCUSSION	C. Anderson/T. Taylor
9. Blueprint – DISCUSSION	B. Steck
a. Small Communities Network - ENCLOSURE	
b. Sustainable Communities Initiative – Proposal - HANDOUT	
c. SJV Blueprint Executive Forum – June 25 th – ENCLOSURE	
d. Blueprint Roadmap Update - ENCLOSURE	T. Webster
10. Modeling Update - INFORMATION	M. Bitner
11. SB 375 Follow Up	T. Taylor/A. Chesley
12. Prop 84 Planning Process - INFORMATION	T. Webster
13. TIGER II Discretionary Grant Program - INFORMATION	J. Brown

Merced County
Association of
Governments
Jesse Brown
Chair

Council of
Fresno County
Governments
Tony Boren
Vice Chair

Kern
Council of
Governments
Ronald Brummett

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

- | | | |
|-----|---|----------|
| 14. | VLAC Update | VLAC |
| 15. | Valley Voice DC Trip Update | J. Brown |
| 16. | Valleywide Coordinator Position - SELECTION | J. Brown |
| 17. | Election of Officers for FY 10-11 -ENCLOSURE | J. Brown |
| 18. | Next Directors Meeting: Thursday, June 3 at 1 pm | 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. Note: The general public may comment on Listed agenda items as they are considered. | |

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San Joaquin Valley Regional Planning Agencies Directors Committee

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Phone: 209-723-3153 – FAX 209-723-0322

ITEM 1

San Joaquin Valley Regional Planning Agencies
Directors Conference Call
Thursday, April 1, 2010
1 p.m.

Executive Minutes

Members via phone:

Jesse Brown, MCAG, Chair
Tony Boren, Fresno COG
Ron Brummett, Kern COG
Patricia Taylor, MCTC
Andrew Chesley, SJCOG

Vince Harris, StanCOG
Terri King, KCAG
Ted Smalley, TCAG

Others Via Phone:

Mike Bitner, Fresno COG
Steve Dial, SJCOG
Ross Chittendon, Caltrans
Mike Dozier, CA Partnership
Walter Allen, Parsons
Carrie Bowen, HSR

Rob Ball, Kern COG
Tom Jordan, Air District
Barbara Steck, Fresno COG
Tanisha Taylor, SJCOG
Elizabeth Wright, TCAG
Marla Day, Fresno COG

The meeting was called to order by Jesse Brown, Chair.

1. Approval of March 12, 2010 Minutes
Mike Bitner, COG asked for a correction of Item 9. It should read... Ron Brummett moved that each valley COG contribute \$3,000 toward the development of the interregional trip methodology for SB 375 by Dowling Associates. Seconded by Andrew Chesley. Passed unanimously.
Minutes were approved, as amended, by consensus.
2. San Joaquin Valley Partnership Working Group
Mike Dozier reported that the annual report for the partnership is available at http://www.sjvpartnership.org/uploaded_files/Doc/2009AnnualReport.pdf.
Hard copies of the report will also be sent to each MPO.
Commented that the Regional Policy Council workshop seemed very productive.
Mr. Brown stated that a follow up report will be sent out by Nelson-Nygaard.
3. Transportation Working Group for the SJV Partnership
 - Review goals under Transportation Group and update
 - Present to Policy Council once updated
 - Look at focus for next 2 years.

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Andrew Chesley

Stanislaus
Council of
Governments
Vince Harris

Tulare County
Association of
Governments
Ted Smalley

4. High-Speed Rail Update
Carrie Bowen gave a brief update.
Carrie Pourvahidi is the acting Executive Director. A new director will be hired soon. The Rail Authority will meet in San Jose on April 8th. Ms. Bowen briefly reviewed the agenda items. San Jose to San Francisco and Merced to Fresno alternative analysis will be given to the Board. Public information meetings Central Valley to San Francisco on April 6th.
5. FTIP/AQ Status
Tanisha Taylor gave an update. The new release date for the RTP is April 30th.
6. Blueprint
Barbara Steck gave a brief update.
 - Working with consultants – first deliverable should be available in May
 - Taping another segment of Great Valley with KVPT. Programs are available at www.greatvalley.tv
 - Planning Executive Forum for June 25th – location to be determined – there will also be a regular Policy Council meeting scheduled during the forum
Smart Valley Places Update
 - Partnership endeavor – pilot project for Fresno County

Item 11 moved up for report.

11. 2010 STIP Hearings follow up – Will **Ridder**
 - Hearing went well
 - Call into Nick WhiteTed Smalley reported on South STIP hearings
7. SB 375 Update – Meeting scheduled April 9
Tanisha Taylor gave a report on the meeting that is scheduled for April 9th. RSVP to Marla for attendance for meeting. Agenda not out yet. Ms. Taylor reviewed some of the items that will be covered at the meeting.

Tony Boren commented on the Valleywide target. Timing will not work at this point. Mr. Bitner concurred with Mr. Boren's comments. Ms. Taylor stated that there is still a need to discuss alternatives. Varying opinions by MPOs. There will be follow-up actions following the meeting on April 9th. Rob Ball referred to "white paper" that was put together about 9 months ago. It stated that going with individual targets gave the Valley more options. Mr. Brown asked that everyone bring their opinions and reference materials to the meeting on the 9th.

Strategic Growth Council information was presented by Mr. Boren.

Mr. Brown asked Mr. Jordan and Mr. Dozier to attend the meeting on April 9th.
8. Modeling Update
Mr. Bitner reported that there will be a meeting on April 16th at 1:30 at Fresno COG. Mr. Bitner stressed the importance of all Directors, modeling staff and demographers attending this meeting.

9. San Joaquin Valley Regional Transportation Plan “Valley Chapter” Update
Mr. Smalley reported that the chapter is being finalized and will be sent to Tanisha Taylor by week of April 5th. Tanisha will make available to everyone and suggest location in the RTP for this chapter.
10. VLAC Update/ Valley Voice DC Trip Update
The issues for the DC Valley Voice trip need to be finalized. Mr. Brown suggested that the Directors meet at Fresno COG at 9 am on Friday, April 9th to discuss and finalize the issues list for VLAC.

MOVED UP ON AGENDA

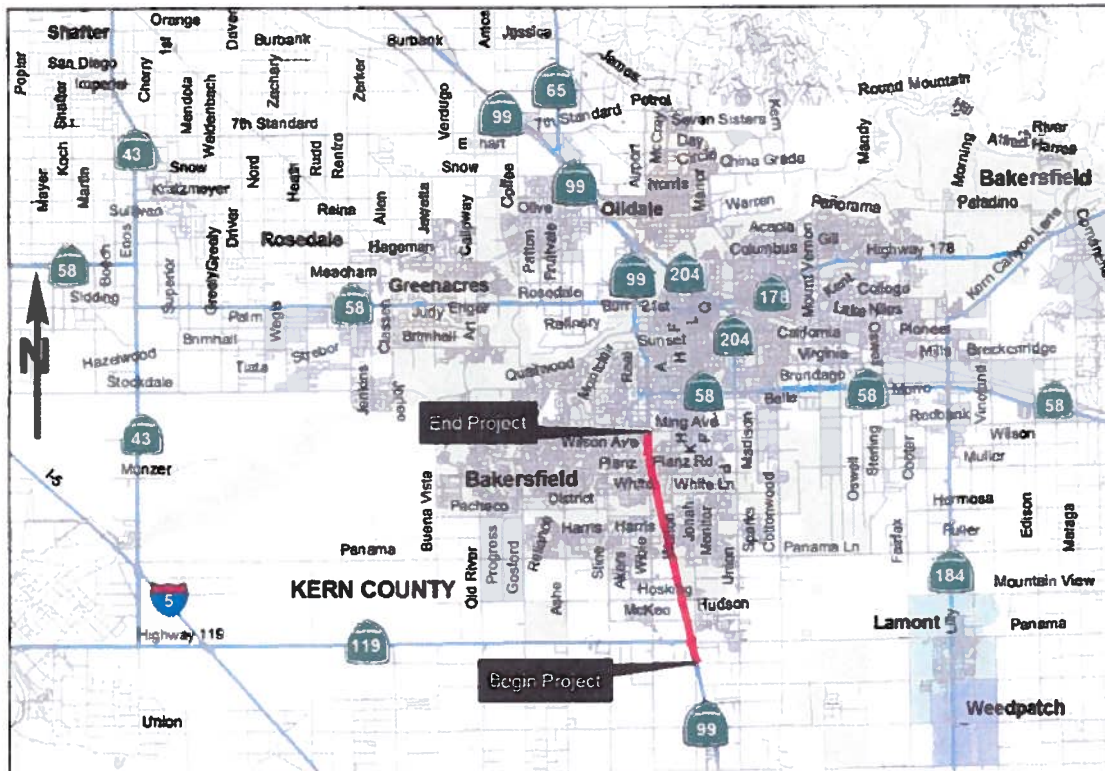
12. Person Needed From SJ Valley to Sit on CALCOG Executive Committee
Mr. Brown reported that CALCOG has asked for recommendation of an elected official to sit on the CALCOG Executive Committee. If anyone has any suggestions, please let Mr. Brown know. This person will need to represent the Valley.
13. Next Directors Meeting: May 6 at 1 pm
The next Directors meeting is scheduled during the Valley Voice trip. (Subsequently the next Directors meeting was rescheduled to Friday, May 14, 1:00 PM at Fresno COG.)
14. Public Presentations for Item Not on the 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. *Note: The general public may comment on Listed agenda items as they are considered.*

No presentations.

SR99 BOND CANDIDATE PROJECT FACT SHEET
Taft Highway 8-Lane Project
EA 0G830K PPNO 6268
Ker-99-PM 17.0/22.6

PROJECT MANAGER: Paul Pineda / (661) 326-3416
DESIGN MANAGER: Richard Helgeson/(559) 230-3110
ENVIRONMENTAL MANAGER: Kirsten Helton/ (559) 243-8224
CONSTRUCTION MANAGER: Amrit Brar/ (661) 391-4775

LOCATION MAP:



PROJECT DESCRIPTION/SCOPE

- **LIMITS:** On State Route (SR) 99, in the City of Bakersfield, from SR 119 to Wilson Road Overcrossing.
- **PROJECT SCOPE:** The project proposes to add a 12-foot lane and 10-foot inside shoulder in each direction, separated by a concrete median barrier within the existing median and two structure closures.
- **PURPOSE/BENEFITS:** Due to increasing congestion and traffic within the project limits, the level of service is deteriorating. The purpose of this project is to insure safe and smooth operations of Route 99 at LOS "E" or better throughout the design period to 2035, and at LOS "D" or better through 2025 and to reduce congestion on the route by adding an additional lane in each direction. This project is intended to relieve traffic congestion, improve traffic operations, facilitate goods movement and provide for more efficient transportation circulation through this section of SR 99. The project will save an annual average of 781,415 person hours of delay and is Project # 1b in the Route 99 Business Plan, Category 2 List of Projects.

SR99 BOND CANDIDATE PROJECT FACT SHEET

- **FUNDING STRATEGY:** The Taft Highway 8-Lane PSR is scheduled to be completed in May 2010 and is listed in the Route 99 Business Plan as Project Number 1b, Priority Category 2. This project is proposed to be funded by the 99 Bond Fund Program savings. No other funding source has been identified.

Construction Estimate: \$ 39.2 million (12/13 FY)

Support Cost Estimate: \$10.9 million

- **MAJOR DELIVERY MILESTONES:**

PA&ED	Begin R/W Appraisals & Acquisition	District PS&E	R/W Certification	Ready To List	Advertise	Award Contract/Begin Construction Phase	Construction Complete
10/01/11	07/01/11	02/01/12	06/01/12	07/15/12	08/15/12	12/15/12	03/01/14

- **PROJECT RISKS:** Major project risks involve the following: a) Achieving PAED by October 2011, b) Obtaining a railroad agreement for a structure closure by June 2012 and c) Implementing Risk Design on this project.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project ☐ Amendment (Existing Project)				Date: 03/24/10	
Caltrans District		EA	PPNO	MPO ID	
06		0G830	6268		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
KER	99	Caltrans, District 6		KCOG	CO
Project Title					
Taft Highway 8-Lane					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
17	22.6	Paul Pineda	661-326-3416	paul_pineda@dot.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
On State Route (SR) 99, in the City of Bakersfield, from SR 119 to Wilson Road Overcrossing. The project proposes to add a 12-foot lane and 10-foot inside shoulder in each direction, separated by a concrete median barrier within the existing median and two structure closures.					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Caltrans, District 6		☐	☐	
PS&E	Caltrans, District 6		☐	☐	
Right of Way	Caltrans, District 6		☐	☐	
Construction	Caltrans, District 6		☐	☐	
Legislative Districts					
Assembly: 32			Senate: 18		
Congressional: 22					
Purpose and Need					
Due to increasing congestion and traffic within the project limits, the level of service is deteriorating. The purpose of this project is to insure safe and smooth operations of Route 99 at LOS "E" or better throughout the design period to 2035, and at LOS "D" or better through 2025 and to reduce congestion on the route by adding an additional lane in each direction.					
Project Benefits					
This project is intended to relieve traffic congestion, improve traffic operations, facilitate goods movement and provide for more efficient transportation circulation through this section of SR 99. The project will save an annual average of 781,415 person hours of delay and is Project # 1b in the Route 99 Business Plan, Category 2 List of Projects.					
Project Milestone					Date
Project Study Report Approved					05/15/10
Begin Environmental (PA&ED) Phase					07/01/10
Circulate Draft Environmental Document				Document Type ND	03/01/11
Draft Project Report					03/01/11
End Environmental Phase (PA&ED Milestone)					10/01/11
Begin Design (PS&E) Phase					07/01/11
End Design Phase (Ready to List for Advertisement Milestone)					07/15/12
Begin Right of Way Phase					07/01/11
End Right of Way Phase (Right of Way Certification Milestone)					06/01/12
Begin Construction Phase (Contract Award Milestone)					12/15/12
End Construction Phase (Construction Contract Acceptance Milestone)					03/01/14
Begin Closeout Phase					03/01/14
End Closeout Phase (Closeout Report)					03/01/16

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/24/10

County	CT District	PPNO	TCRP Project No.	EA
KER	06	6268		0G830
Project Title: Taft Highway 8-Lane				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)				1,300	300			1,600	
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding									FUTURE
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)				1,300	300			1,600	Prop 1B SR99 Bond Program
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/24/10

County	CT District	PPNO	TCRP Project No.	EA
KER	06	6268		0G830
Project Title: Taft Highway 8-Lane				

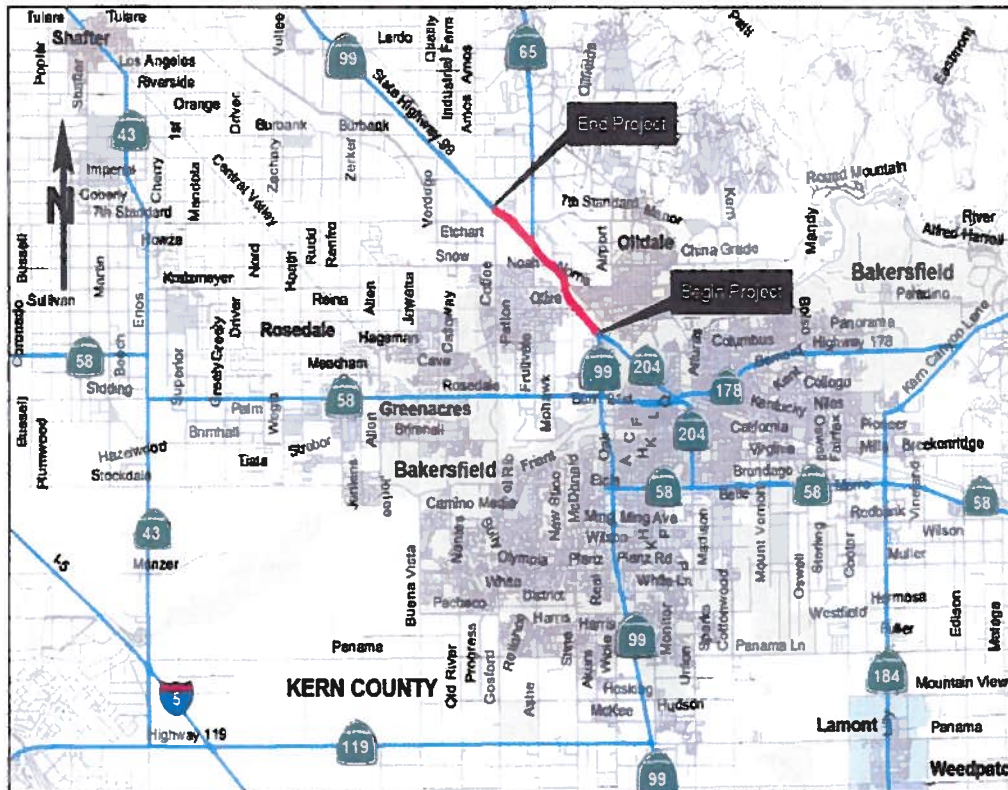
Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									Caltrans, District 6
PS&E									
R/W SUP (CT)									Caltrans, District 6
CON SUP (CT)									
R/W									Caltrans, District 6
CON									
TOTAL									
Net Change									
E&P (PA&ED)				1,300	300			1,600	
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	
Proposed New Result									
E&P (PA&ED)				1,300	300			1,600	
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)				1,300	300			1,600	
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	
Proposed Funding									
E&P (PA&ED)				1,300	300			1,600	
PS&E					3,500	300		3,800	
R/W SUP (CT)					40			40	
CON SUP (CT)						5,500		5,500	
R/W					1,700			1,700	
CON						39,200		39,200	
TOTAL				1,300	5,540	45,000		51,840	

SR99 BOND CANDIDATE PROJECT FACT SHEET
7th Standard Rd 8-Lane Project
EA 0G840K PPNO 6267
Ker-99-PM 27.0/28.6

PROJECT MANAGER: Paul Pineda / (661) 326-3416
DESIGN MANAGER: Richard Helgeson/(559) 230-3110
ENVIRONMENTAL MANAGER: Kirsten Helton/ (559) 243-8224
CONSTRUCTION MANAGER: Amrit Brar/ (661) 391-4775

LOCATION MAP:



PROJECT DESCRIPTION/SCOPE

- **LIMITS:** On State Route (SR) 99, in the City of Bakersfield, from SR 204 to the Beardsley Canal Undercrossing.
- **PROJECT SCOPE:** The project proposes to add a 12-foot lane and 10-foot inside shoulder in plus auxiliary lanes in each direction, separated by a concrete median barrier within the existing median.
- **PURPOSE/BENEFITS:** Due to increasing congestion and traffic within the project limits, the level of service is deteriorating. The purpose of this project is to insure safe and smooth operations of Route 99 at LOS "E" or better throughout the design period to 2035, and at LOS "D" or better through 2025 and to reduce congestion on the route by adding an additional lane in each direction. This project is intended to relieve traffic congestion, improve traffic operations, facilitate goods movement and provide for more efficient transportation circulation through this section of SR 99. The project will save an annual average of 393,600 person hours of delay and is in the Route 99 Business Plan Volume II as a Candidate Improvement Project.

SR99 BOND CANDIDATE PROJECT FACT SHEET

- **FUNDING STRATEGY:** The 7th Standard Rd 8-Lane PSR was approved in August 2009 and is listed in the Route 99 Business Plan Volume II as a Candidate Improvement Project. Phase I of this project is proposed to be funded by the 99 Bond Fund Program savings. No other funding source has been identified.

Construction Estimate: \$ 13.6 million (12/13FY)

Support Cost Estimate: \$ 3.1 million

- **MAJOR DELIVERY MILESTONES:**

PA&ED	Begin R/W Appraisals & Acquisition	District PS&E	R/W Certification	Ready To List	Advertise	Award Contract/Begin Construction Phase	Construction Complete
10/01/11	07/01/11	02/01/12	06/01/12	07/15/12	08/15/12	12/15/12	06/01/14

- **PROJECT RISKS:** Major project risks involve the following: a) Achieving PAED by October 2011, b) Obtaining a railroad agreement for a structure closure by June 2012, c) Obtaining Design Exception for interchange spacing, and d) Implementing Risk Design on this project.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project		☐ Amendment (Existing Project)		Date: 03/24/10	
Caltrans District		EA		PPNO	
06		0G840		6267	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
KER	99	Caltrans, District 6		KCOG	CO
Project Title					
7th Standard Road 8-Lane (Phase I)					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
27	28.6	Paul Pineda	661-326-3416	paul_pineda@dot.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
On State Route (SR) 99, in the City of Bakersfield, from SR 204 to 0.6 mi north of 7th Standard Road Overcrossing. The project proposes to add a 12-foot lane and 10-foot inside shoulder in each direction, separated by a concrete median barrier within the existing median and two structure closures.					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Caltrans, District 6		☐	☐	
PS&E	Caltrans, District 6		☐	☐	
Right of Way	Caltrans, District 6		☐	☐	
Construction	Caltrans, District 6		☐	☐	
Legislative Districts					
Assembly: 32			Senate: 18		
Congressional: 22					
Purpose and Need					
Due to increasing congestion and traffic within the project limits, the level of service is deteriorating. The purpose of this project is to insure safe and smooth operations of Route 99 at LOS "E" or better throughout the design period to 2035, and at LOS "D" or better through 2025 and to reduce congestion on the route by adding an additional lane in each direction.					
Project Benefits					
This project is intended to relieve traffic congestion, improve traffic operations, facilitate goods movement and provide for more efficient transportation circulation through this section of SR 99. The project will save an annual average of 393,600 person hours of delay and is Route 99 Business Plan Volume II as a Candidate Improvement Project.					
Project Milestone					Date
Project Study Report Approved					08/20/09
Begin Environmental (PA&ED) Phase					07/01/10
Circulate Draft Environmental Document					03/01/11
Draft Project Report					03/01/11
End Environmental Phase (PA&ED Milestone)					10/01/11
Begin Design (PS&E) Phase					07/01/11
End Design Phase (Ready to List for Advertisement Milestone)					07/15/12
Begin Right of Way Phase					07/01/11
End Right of Way Phase (Right of Way Certification Milestone)					06/01/12
Begin Construction Phase (Contract Award Milestone)					12/15/12
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/14
Begin Closeout Phase					06/01/14
End Closeout Phase (Closeout Report)					06/01/16

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/24/10

County	CT District	PPNO	TCRP Project No.	EA
KER	06	6267		0G840
Project Title: 7th Standard Road 8-Lane (Phase I)				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									Caltrans will be the implementing agency
E&P (PA&ED)				440	75			515	
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding									FUTURE
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)				440	75			515	Prop 1B SR99 Bond Program
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

ITEM 4

Date: 03/24/10

County	CT District	PPNO	TCRP Project No.	EA
KER	06	6267		0G840
Project Title: 7th Standard Road 8-Lane (Phase I)				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									Caltrans, District 6
PS&E									Caltrans, District 6
R/W SUP (CT)									
CON SUP (CT)									
R/W									Caltrans, District 6
CON									Caltrans, District 6
TOTAL									
Net Change									
E&P (PA&ED)				440	75			515	
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	
Proposed New Result									
E&P (PA&ED)				440	75			515	
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)				440	75			515	
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	
Proposed Funding									
E&P (PA&ED)				440	75			515	
PS&E					1,045	100		1,145	
R/W SUP (CT)					40			40	
CON SUP (CT)						1,400		1,400	
R/W					1,000			1,000	
CON						13,600		13,600	
TOTAL				440	2,160	15,100		17,700	

SR 99 WIDENING & ATWATER-MERCED EXPRESSWAY INTERCHANGE PROJECT**CANDIDATE *for* ROUTE 99 BOND PROGRAM****Merced County Association of Governments**

The Merced County Association of Governments (MCAG) in partnership with Caltrans is proposing to include the SR 99 Widening / Atwater-Merced Expressway (AME) Interchange Project in the Route 99 Bond Program. This project is considered a Priority Category 2 – Capacity-Increasing Project per the *Route 99 Corridor Business Plan*. The purpose of this paper is to highlight the capacity improvements and operational benefits that the widening and interchange project will create along SR 99 and the ability for MCAG to meet the delivery schedule as outlined in the Bond Program.

As background, a Project Study Report-Project Development Support (PSR-PDS) was approved for the entire expressway project in September 2001. MCAG, in partnership with Caltrans, completed the Project Approval/Environmental Document (PA/ED) phase for the entire project, resulting in an approved Environmental Impact Report (EIR) in February 2009 and an approved Project Report in December 2009.

Due to funding constraints, the expressway project is proposed to be constructed in phases. The first and highest priority phase, Phase 1A, is proposed for inclusion in the Bond Program and consists of the work along SR 99 as shown on the attached SR 99 Widening / AME Interchange Project Map (see Attachment B).

Significant improvements on SR 99 will include:

- 1) Realign and widen SR 99 from four (4) to six (6) lanes (within an 8-lane right of way envelope) for approximately 1.7 miles;
- 2) Demolish the existing non-standard Buhach Road interchange and construct a new Buhach Road overcrossing without connection to SR 99; and
- 3) Construct a new L-9 interchange at the Atwater-Merced Expressway.

Traffic analyses have shown that once constructed, the Phase 1A improvements will operate at acceptable levels of service (LOS) for at least 20 years from opening day. It is anticipated that the entire expressway project will be constructed before this time, providing an acceptable design year LOS at all locations within the project limits.

SR 99 WIDENING & ATWATER-MERCED EXPRESSWAY INTERCHANGE PROJECT
CANDIDATE for ROUTE 99 BOND PROGRAM
 Merced County Association of Governments

PROJECT BENEFITS

- **Capacity Improvements:** Widening to 6 lanes in this section of SR 99 and constructing the new interchange will relieve congestion through the portion of SR 99 that traverses through the City of Merced and promotes better movement of goods through this critical corridor.
- **Minimizes SR 99 Widening Gap Closure:** This project will be part of the overall effort to widen SR 99 in the Central Valley. The proposed improvements are significant and thereby, making the goal of a fully widen freeway in this area much more achievable in the future once additional funding is obtained.
- **Operational & Safety Improvements:** Elimination of the existing non-standard Buhach Road interchange, particularly as it relates to elimination of the non-standard southbound left (median fast lane) ingress/egress movements and inclusion of a new, conventional interchange at the Atwater-Merced Expressway is anticipated to reduce accidents and greatly enhance freeway operations. The TASAS data shown in the table below indicates that accident rates within the proposed project limits exceed the statewide average. Furthermore, with the new widened freeway, the non-standard southbound weaving section along SR 99 between Atwater Boulevard on-ramp and Buhach Blvd off-ramp will be eliminated.
- **Economic Stimulus:** The new improvements are designed to accommodate existing, approved and planned development within the Cities of Atwater and Merced Spheres of Influence, unincorporated portions of Merced County, and to the new University of California – Merced Campus.
- **Local Support:** There is heightened local support for this project, particularly as it relates to freeway operations and economic stimulus. In fact, one of the major property owners affected by the project has expressed willingness to dedicate their property within the project limits.

TASAS DATA (Jan 2005 to Dec 2007)				
Location		Accidents per million vehicle miles		
		Fatal	Fatal + Injury	Total
SR 99: PM 15.78 to 20.90	Actual	0.009	0.24	0.91
	Statewide Average	0.013	0.27	0.70
SR 99 SB on-ramp from Buhach Road	Actual	0.000	0.86	1.43
	Statewide Average	0.002	0.2	0.6
SR 99 SB off-ramp to Buhach Road	Actual	0.000	2.17	3.48
	Statewide Average	0.005	0.39	1.15
SR 99 NB on-ramp from Buhach Road	Actual	0.000	0.00	0.55
	Statewide Average	0.002	0.2	0.6
SR 99 NB off-ramp to Buhach Road	Actual	0.000	0.26	1.31

SR 99 WIDENING & ATWATER-MERCED EXPRESSWAY INTERCHANGE PROJECT
CANDIDATE for ROUTE 99 BOND PROGRAM
 Merced County Association of Governments

PROJECT COSTS

Anticipated project costs for the project are as follows:

ROADWAY	\$50,400,000
STRUCTURES	\$16,000,000
Subtotal Construction	\$66,400,000
RIGHT OF WAY	\$12,600,000
Biological Mitigations	\$ 2,700,000
Agriculture Mitigations	\$ 1,500,000
Total Capital Outlay	\$83,200,000
Capital Outlay Support	\$14,900,000
TOTAL PROJECT COST	\$98,100,000

PROJECT SCHEDULE

MCAG looks forward to partnering with Caltrans to deliver this project per the Bond Program requirements. With the PA/ED phase completed, the design and right of way acquisition effort can begin immediately. MCAG has already retained consultants to perform the conceptual design and right of way acquisition work and can amend those contracts to complete the final effort. Where feasible to do so, MCAG will partner with Caltrans to fund those elements of the delivery work, helping to assure the project can stay on schedule. The proposed delivery schedule is as follows:

Project Milestone	Date
Begin Design (PS&E)	July 2010
End Design (Ready to List for Advertisement)	July 2012
Begin Right of Way Acquisition	July 2010
End Right of Way (Right of Way Certification)	May 2012
Begin Construction	December 2012
End Construction	December 2014



SR 99 WIDENING AND ATWATER-MERCED EXPRESSWAY INTERCHANGE PROJECT

Exist Buhach Rd IC at SR 99

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project		☐ Amendment (Existing Project)		Date: April 1, 2010	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
10	0G440				
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
MER	99	MCAG		MCAG	CO
Project Title					
SR99 Widening & Atwater-Merced Expressway Interchange Project					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
19.3	20.9	Jesse Brown	209-723-3153	jesse.brown@mcagov.org	
Location, Project Limits, Description, Scope of Work, Legislative Description					
On Route 99 in Merced County near Atwater from 1.2 miles south of Buhach Road Overcrossing to 0.33 miles north of Buhach Road Overcrossing - widen to 6 lane freeway including demolition of Buhach Road interchange and construction of a new interchange.					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	MCAG		☐	☐	
PS&E	MCAG		☐	☐	
Right of Way	MCAG		☐	☐	
Construction	MCAG		☐	☐	
Legislative Districts					
Assembly: Cathleen Galgiani - Dist 17		Senate: Jeff Denham - Dist 12			
Congressional: Dennis Cardoza - Dist 18					
Purpose and Need					
The purpose of the Project is to provide capacity improvements and operational benefits along SR 99 by constructing the first priority phase of the Atwater-Merced Expressway project and removing the existing Buhach Road interchange. By 2015, freeway operations within the project limits will degrade to LOS E. By 2030, the LOS will continue to degrade to LOS F. In addition, the Buhach Road interchange currently experiences higher than statewide average accident rates due to its nonstandard left side southbound on-and-off-ramps. As growth continues in the greater Merced region, the performance of this interchange will continue to degrade to unacceptable levels.					
Project Benefits					
Addition of 1.7 miles of 6-lane freeway lanes; promotes the overall effort of widening SR99 in the Central Valley by minimizing gaps along the corridor; eliminates a nonstandard interchange which will reduce accidents and promote safety; eliminates nonstandard southbound weaving section between Atwater Blvd and Buhach Road ramps; accommodates existing, approved, and planned development within the Cities of Atwater, Merced, and unincorporated portions of Merced County; promotes local support in the form of willingness by property owners to dedicate their property for freeway and interchange right of way.					
Project Milestone					Date
Project Study Report Approved					09/14/01
Begin Environmental (PA&ED) Phase					05/01/05
Circulate Draft Environmental Document				Document Type EIR	03/02/08
Draft Project Report					05/11/08
End Environmental Phase (PA&ED Milestone)					12/08/09
Begin Design (PS&E) Phase					07/01/10
End Design Phase (Ready to List for Advertisement Milestone)					07/01/12
Begin Right of Way Phase					07/01/10
End Right of Way Phase (Right of Way Certification Milestone)					05/01/12
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					03/01/15

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: April 1, 2010

County	CT District	PPNO	TCRP Project No.	EA
MER	10			OG440
Project Title: SR99 Widening & Atwater-Merced Expressway Interchange Project				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			500	12,750	4,150			17,400	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,500	15,350	25,750	37,000	17,500	98,100	

Fund No. 1:	SR 99 Bond								Program Code
Existing Funding									Funding Agency MCAG
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W				12,000	4,150			16,150	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,000	14,600	25,750	37,000	17,500	98,850	

Fund No. 2:	Local Funding								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									MCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									MCAG to provide \$500k for R/W Appraisals and Acquisition support. Property owner dedications valued at \$750k.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			500	750				1,250	
CON									
TOTAL			500	750				1,250	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

ITEM 4

Date: April 1, 2010

County	CT District	PPNO	TCRP Project No.	EA
MER	10			0G440
Project Title: SR99 Widening & Atwater-Merced Expressway Interchange Project				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									MCAG
PS&E									
R/W SUP (CT)									MCAG
CON SUP (CT)									
R/W									MCAG
CON									
TOTAL									
Net Change									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			500	12,750	4,150			17,400	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,500	15,350	25,750	37,000	17,500	98,100	
Proposed New Result									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			500	12,750	4,150			17,400	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,500	15,350	25,750	37,000	17,500	98,100	

Fund No. 1:	SR 99 Bond								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W				12,000	4,150			16,150	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,000	14,600	25,750	37,000	17,500	96,850	
Proposed Funding									
E&P (PA&ED)									
PS&E			2,000	2,600	600			5,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W				12,000	4,150			16,150	
CON					21,000	37,000	17,500	75,500	
TOTAL			2,000	14,600	25,750	37,000	17,500	96,850	

[illegible]



Jim Ridenour

Mayor

2500 Tenth Street

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P.O. Box 612

Modesto, CA 95354

209-577-5230

209-577-5586 FAX

cmair

jridenour@modestocal.gov

Hearing and Speech

Impaired Only

TDD 209/526-9211

April 1, 2010

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Re: Request for State Route 99 Bond Act Program Funding
Reconstruction of State Route 99/Pelandale Avenue Interchange

Dear Ms. Rhinehart:

The City of Modesto has placed the SR99/Pelandale Avenue Interchange Project as #1 priority on our list of state highway system improvement projects. This critical interchange is a major gateway into one of the regional greatest economic hubs, which includes Kaiser Hospital, Costco, Lowes and Vintage Faire Mall, among many other major retail stores.

This request is for consideration of \$44 million in State Route 99 Bond Act Program funding for the construction phase of the project. Bond Act funding will enable the City to accelerate delivery of this project.

This project completed the Project Approval and Environmental Document Phase in December 2010, and is currently completing plans, specifications and estimates, and right of way acquisition by June 2011. **The project will be advertised for construction by July 2011.**

This request for funding fully meets or exceeds the requirements envisioned in the Program Guidelines. Specifically, it meets the following core requirements.

- **Immediate congestion relief, traffic safety improvement, and economic stimulus.** The voter-approved Bond Act requires that funds be targeted to projects providing the mobility in the earliest possible time frame. In anticipation of this opportunity for funds the City is fast-tracking delivery of The State Route 99/Pelandale Avenue Interchange project to advertise in July 2011.
- **#1 Capital Improvement Project in Modesto.** City officials just ranked the State Route 99/Pelandale Avenue Interchange as the most critical infrastructure project.

- **Extraordinary level of public support.** This project is so highly-supported in the greater Modesto area that during the recent environmental approval process no comments in opposition were submitted!
- **The CTC has long helped those that help themselves.** The City previously accepted responsibility for preparing environmental documents, and the project design. The City is also financing the Right-of-Way acquisition for the ultimate reconstruction. In total, the City has committed over \$16.5 million of the project cost with its local CIP funds. In addition, the City of Modesto has committed \$2.294 million of its Regional Surface Transportation Program (RSTP) funds for this project.
- **The project represents the best of partnerships.** Caltrans District 10, the Stanislaus Council of Governments, and the County of Stanislaus have been critical partners preparing this project for construction.

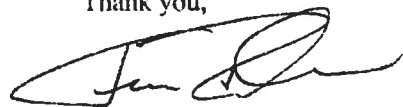
As illustrated further in table below, this project fulfills all the requirements outlined in the Commission Staff's guidelines for the redistribution of the savings currently realized in the program.

Requirement	Status	Remarks
Project identified in the SR 99 Business Plan	√	The project is a priority in the State Route 99 Business Plan.
Project can begin construction by December 31, 2012	√	Project can be under construction by July 2011.
SR 99 Bond funding will complete the funding for the project.	√	Yes. The City is requesting the \$44 million needed to fully fund construction. The City has fully funded all other phases.

The City is accelerating Plans, Specifications, and Estimates for the Interchange reconstruction to advertise the construction contract by July 2011, and help sustain the regional economy. State Route 99 Bond Act Program funding will assist our goal of bringing this project to completion at the earliest possible date.

On behalf of the City of Modesto, I strongly urge that the Commission fund this long-standing priority project.

Thank you,



JIM RIDENOUR, Mayor

C: Mr. Ross Chittenden, District 10 Director, Caltrans
 Mr. Vince Harris, Executive Director, Stanislaus Council of Governments
 Mr. Bill Sandhu, City Engineer, City of Modesto

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project		☐ Amendment (Existing Project)		Date: 03/17/10	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
10	47210	9460	01STA0531		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
STA	99	City of Modesto		STANCOG	CO
Project Title					
State Route 99 Pelandale Interchange Reconstruction					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
21	22.4	Bill Sandhu, PE	209-577-5356	bsandhu@modestogov.com	
Location, Project Limits, Description, Scope of Work, Legislative Description					
On State Route 99, in the City of Modesto and unincorporated Stanislaus County, at the existing Pelandale Ave. Interchange. Reconstruct interchange by realigning/widening the Pelandale Ave. Overcrossing, constructing new ramps, and constructing auxiliary lanes on State Route 99. Provide for future ramp metering and HOV lanes. Modify local roads to accommodate new interchange.					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	City of Modesto		☐	☐	
PS&E	City of Modesto		☐	☐	
Right of Way	City of Modesto		☐	☐	
Construction	City of Modesto		☐	☐	
Legislative Districts					
Assembly: 25			Senate: 14		
Congressional: 19					
Purpose and Need					
The SR-99/ Pelandale Avenue interchange was constructed in 1970, and is in need of major highway improvements to increase the capacity of the interchange. The purpose of the proposed project is to reconstruct the SR-99/ Pelandale Avenue Interchange to alleviate congestion and improve operations of SR-99 and Pelandale Avenue. The project is to be designed such that it would be consistent with the ultimate planned concept for SR-99.					
Project Benefits					
Improved traffic flow, increased roadway capacity, improved traffic safety, improved pedestrian and transit mobility. The interchange is in need improvements to meet current and future operational needs. Local and mainline SR-99 traffic volumes exceed existing capacity during peak travel periods resulting in poor operating efficiency. The close proximity of local roads (Sisk Road and Salida Boulevard) to the ramp intersection also provides inadequate spacing and storage for queued vehicles. This further worsens the deficient operating conditions brought on by the large amount of vehicles during high demand intervals.					
Project Milestone					Date
Project Study Report Approved					11/28/00
Begin Environmental (PA&ED) Phase					12/30/06
Circulate Draft Environmental Document			Document Type	ND/CE	06/20/08
Draft Project Report					06/25/09
End Environmental Phase (PA&ED Milestone)					12/01/09
Begin Design (PS&E) Phase					03/01/10
End Design Phase (Ready to List for Advertisement Milestone)					05/01/11
Begin Right of Way Phase					05/01/10
End Right of Way Phase (Right of Way Certification Milestone)					05/01/11
Begin Construction Phase (Contract Award Milestone)					07/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/13
Begin Closeout Phase					07/01/13
End Closeout Phase (Closeout Report)					10/01/13

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/17/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10	9480		47210
Project Title: State Route 99 Pelandale Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)	1,329							1,329	
PS&E			3,313					3,313	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500	4,500			5,000	
R/W			2,000	8,172				8,172	
CON				5,000	39,500			44,500	
TOTAL	1,329		5,663	11,837	44,000			62,829	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)	1,329							1,329	Local CIP - City of Modesto
PS&E			1,019					1,019	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500				500	
R/W			2,000	6,172				8,172	
CON				5,000				5,000	
TOTAL	1,329		3,369	11,837				16,535	

Fund No. 2:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)			2,294					2,294	RSTP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,294					2,294	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/17/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10	9480		47210
Project Title: State Route 99 Pelandale Interchange Reconstruction				

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									State Route 99 Bond Act Program Redistribution
PS&E									
R/W SUP (CT)									
CON SUP (CT)					4,500			4,500	
R/W									
CON					39,500			39,500	
TOTAL					44,000			44,000	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

ITEM 4

Date: 03/17/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10	9460		47210
Project Title: State Route 99 Pelandale Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									City of Modesto
PS&E									City of Modesto
R/W SUP (CT)									
CON SUP (CT)									
R/W									City of Modesto
CON									City of Modesto
TOTAL									
Net Change									
E&P (PA&ED)	1,329							1,329	
PS&E			3,313					3,313	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500	4,500			5,000	
R/W			2,000	6,172				8,172	
CON				5,000	39,500			44,500	
TOTAL	1,329		5,663	11,837	44,000			62,829	
Proposed New Result									
E&P (PA&ED)	1,329							1,329	
PS&E			3,313					3,313	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500	4,500			5,000	
R/W			2,000	6,172				8,172	
CON				5,000	39,500			44,500	
TOTAL	1,329		5,663	11,837	44,000			62,829	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)	1,329							1,329	
PS&E			1,019					1,019	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500				500	
R/W			2,000	6,172				8,172	
CON				5,000				5,000	
TOTAL	1,329		3,369	11,837				16,535	
Proposed Funding									
E&P (PA&ED)	1,329							1,329	
PS&E			1,019					1,019	
R/W SUP (CT)			350	165				515	
CON SUP (CT)				500				500	
R/W			2,000	6,172				8,172	
CON				5,000				5,000	
TOTAL	1,329		3,369	11,837				16,535	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

ITEM 4

Date: 03/17/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10	9460		47210
Project Title: State Route 99 Pelandale Interchange Reconstruction				

Fund No. 2:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E			2,294					2,294	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,294					2,294	
Proposed Funding									
E&P (PA&ED)									
PS&E			2,294					2,294	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,294					2,294	

Fund No. 3:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					4,500			4,500	
R/W									
CON					39,500			39,500	
TOTAL					44,000			44,000	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					4,500			4,500	
R/W									
CON					39,500			39,500	
TOTAL					44,000			44,000	

STANISLAUS COUNTY - PUBLIC WORKS DEPARTMENT

SR-99/SR-219 (Kiernan Avenue) Interchange Project Narrative***Overview of Project***

Stanislaus County, in cooperation with Caltrans, proposes to reconstruct the existing State Route 99/SR-219 (Kiernan Avenue) interchange in the community of Salida, just north of Modesto, CA. This project is necessary in order to accommodate existing and projected growth and minimize traffic impacts to State Route 99, in and near the vicinity of the interchange. State Route 99 is the transportation backbone of the San Joaquin Valley and it plays a key role in the movement of goods and services throughout California. Increasing the efficiency of the interchange will allow traffic on SR-99 to flow at an acceptable level of service, thereby increasing the safety of travelers and the free flow of goods and services for the region and the State. Additionally, the project will leverage additional benefits from the State's investment in the current widening projects on State Route 219. State Route 219 is being widened through the use of State Transportation Improvement Program (STIP) and Proposition 1B Corridor Mobility Improvement Program (CMIA) funds to address existing congestion and safety issues. The SR 219 improvements will facilitate increased traffic volumes using the SR 99 / SR 219 (Kiernan Avenue) interchange.

In the soon to be adopted 2010 Regional Transportation Plan and the State Transportation Plan, State Route 99 in the project area is to be upgraded from a six-lane to an eight lane facility. In order for State Route 99 to function efficiently as a Federal highway of national significance in the vicinity of the project, the SR-99/SR-219 interchange will need to be reconstructed to maintain an acceptable level of service on SR-99. If the project is not constructed, traffic will back up on the SR-99 exit ramps and cause significant congestion to the mainline operation.

The SR-99/SR-219 (Kiernan Avenue) interchange project has already been identified in the State Route 99 Business Plan as a Category 3 – Major Operational Improvement project. Since this project is approaching delivery in the next two years, it is an excellent candidate for funding consideration.

The interchange improvements would include reconstructing the overcrossing structure, on and off-ramps, and certain roadway segments within the interchange limits. On and off-ramps will be widened to accommodate greater traffic volumes entering and exiting the mainline. The overcrossing will be widened and replaced to accommodate forecasted turning and through movements. The interchange improvements also include the construction of the SR-99 southbound auxiliary lane between Kiernan Avenue and Pelandale Avenue interchanges. The City of Modesto's Pelandale Avenue interchange project will be constructing the northbound auxiliary lane between the two interchanges. The proposed improvements would also add four additional travel lanes (eight lanes total) to Kiernan Avenue/State Route 219 between Salida Boulevard and Sisk Road, modify the existing diamond interchange ramps to and from State Route 99.

Growth in the Salida community, in combination with increases in regional and through traffic at the Kiernan Avenue/State Route 99 interchange, will not only increase traffic congestion and delay, but also cause indirect consequences such as inefficient energy use, deteriorating air quality and noise pollution without modifications occurring to the interchange.

STANISLAUS COUNTY - PUBLIC WORKS DEPARTMENT

Safety

Without the Project, the future levels of service (LOS) at the existing ramp intersections would degrade to LOS F. Traffic at the ramp terminals would back up onto the SR 99 freeway exit ramps and cause significant congestion to SR 99 mainline operations. Increasing the efficiency of the interchange will allow traffic on SR 99 and SR 219 to flow more efficiently, thereby increasing the safety of the travelers. Free flow traffic generally causes fewer traffic incidents than congested traffic.

Economic Development

According to the SR-99 Business Plan SR-99 is the transportation backbone of the San Joaquin Valley. Goods movement in California and, specifically, the San Joaquin Valley represents a significant factor in economic growth and job creation. Efficient goods movement is essential to the viability of the nation's largest agricultural economy. Goods movement also plays a role in efforts to reduce the region's unemployment rate, one of the highest in the entire nation.

Mobility

The Project will increase mobility by increasing the efficiency of both state highways, thus providing greater use of the highway and more options for travelers.

Environment

Improving interchanges, especially at the junction of two state highways, such as the Project site, generally increases travel speed, which, in turn, reduces the number of greenhouse gases emitted by each car. Idling cars stuck in traffic, are one of the leading causes of greenhouse gas emissions from vehicles.

Consistency with State Route 99 Business Plan

Replacement of the SR 99 / SR 219 (Kiernan Avenue) interchange is identified as a Category 3 project in the business plan. The proposed funding represents a collaborative funding approach whereby 70% of the project costs are funded by locally controlled funds.

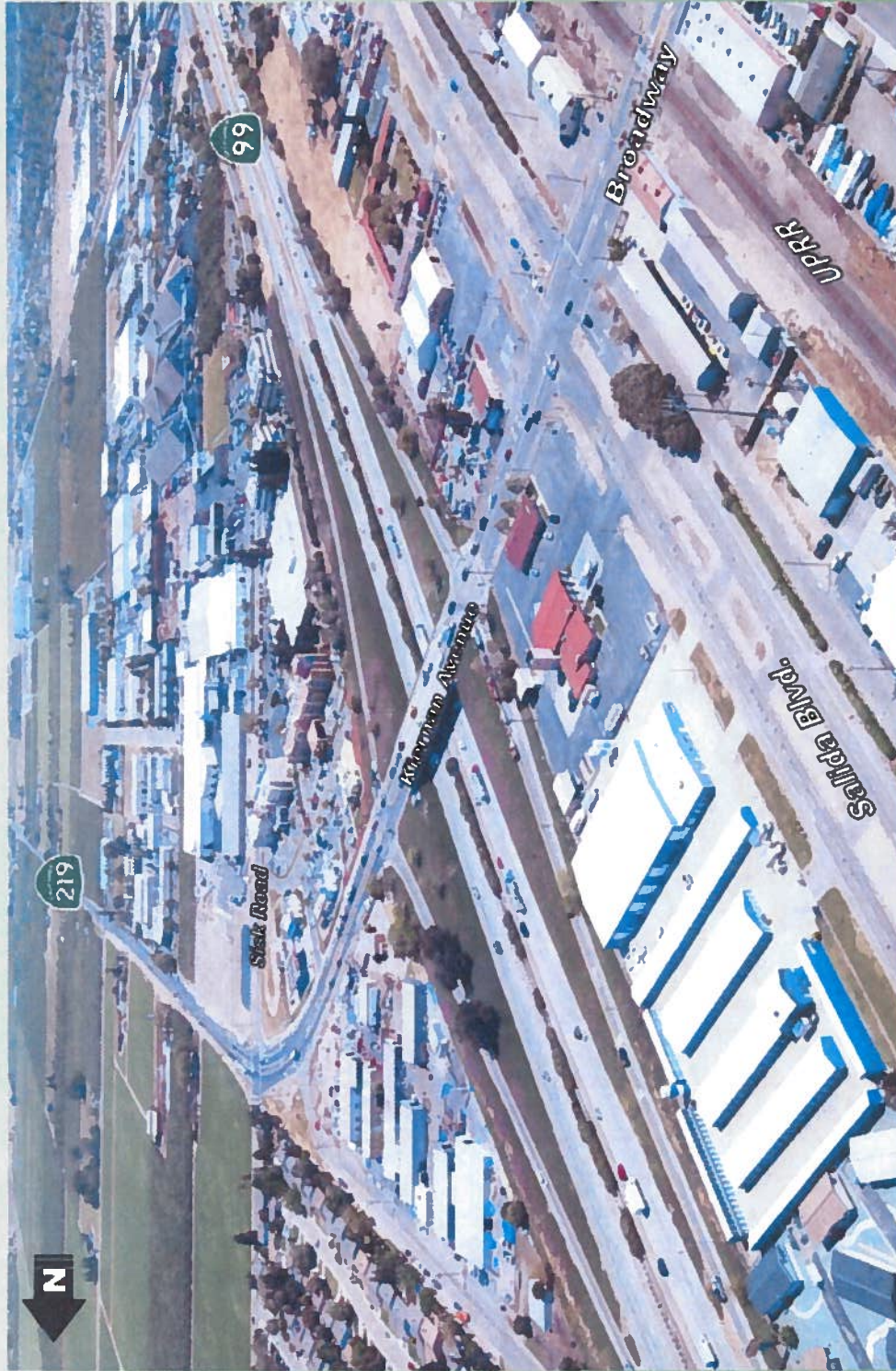
Agency Roles

Stanislaus County is the lead agency on the SR-99/SR-219 (Kiernan Avenue) interchange project. The County will be responsible for acquiring all necessary Right-of-Way for the project, and will hear all Resolutions of Necessity if required. The County will be responsible for the PS&E and Construction phases of the project, with Caltrans review and oversight.

Funding Strategies

Thus far, Stanislaus County has funded the first two phases of the project. The Project Study Report (PSR) and the Project Approval/Environmental Document (PA/ED) have been funded with local private impact fees. The County proposes to locally fund the PS&E phase as well, with Public Facility Fees (PFF). For the R/W phase all support costs will be funded with local funds, state funds would only be used for capital outlay costs such as land acquisition and utility relocates. The construction phase will be primarily funded with local PFF funds, combined with the proposed State Route 99-Prop. 1B funding. In total the funding request and strategy would result in a project cost to be funded 70% locally and 30% by state funds.

ROUTE 219 (KIERNAN AVENUE) INTERCHANGE



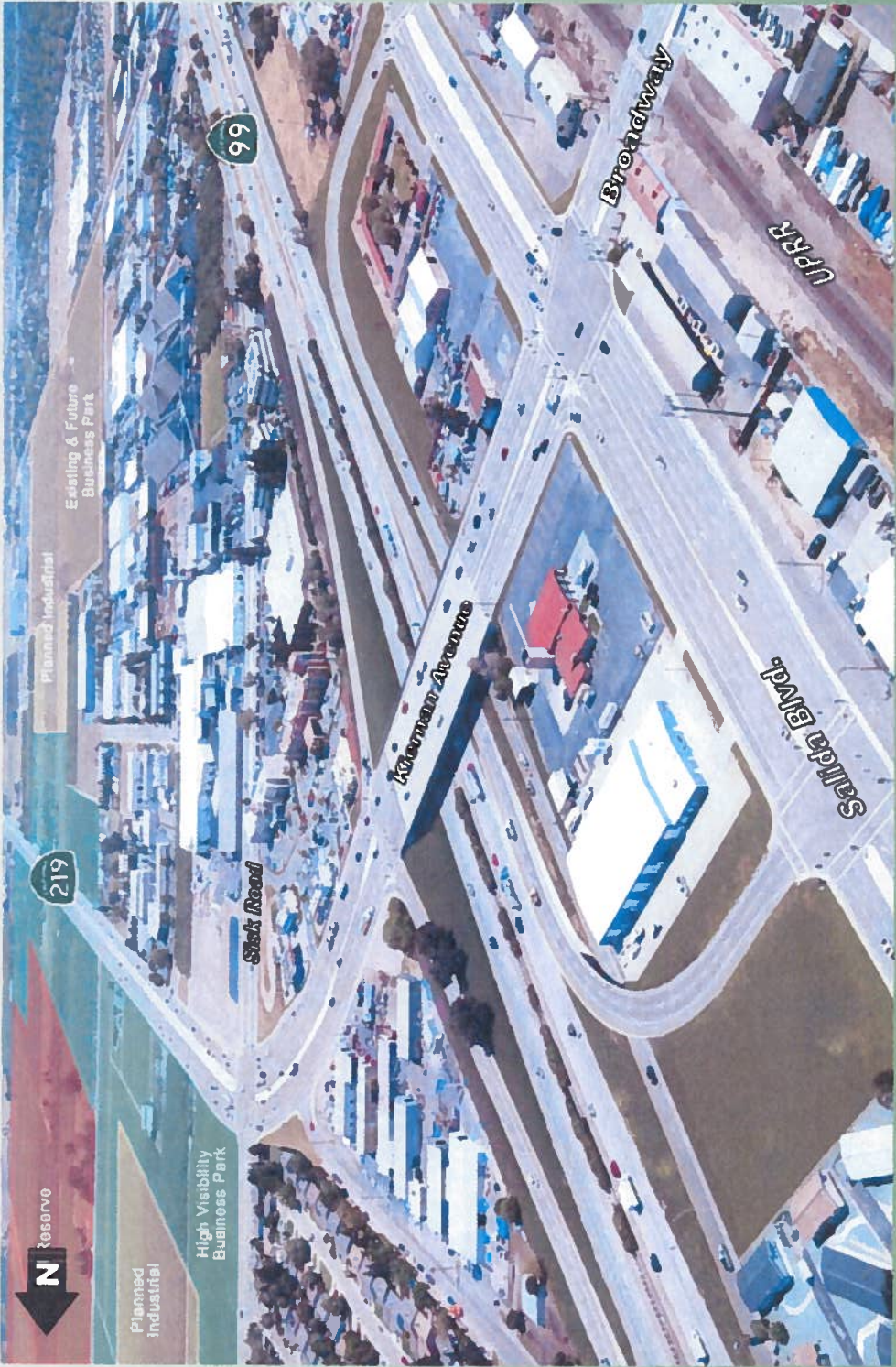
EXISTING CONDITION

ROUTE 219 (KIERNAN AVENUE) INTERCHANGE

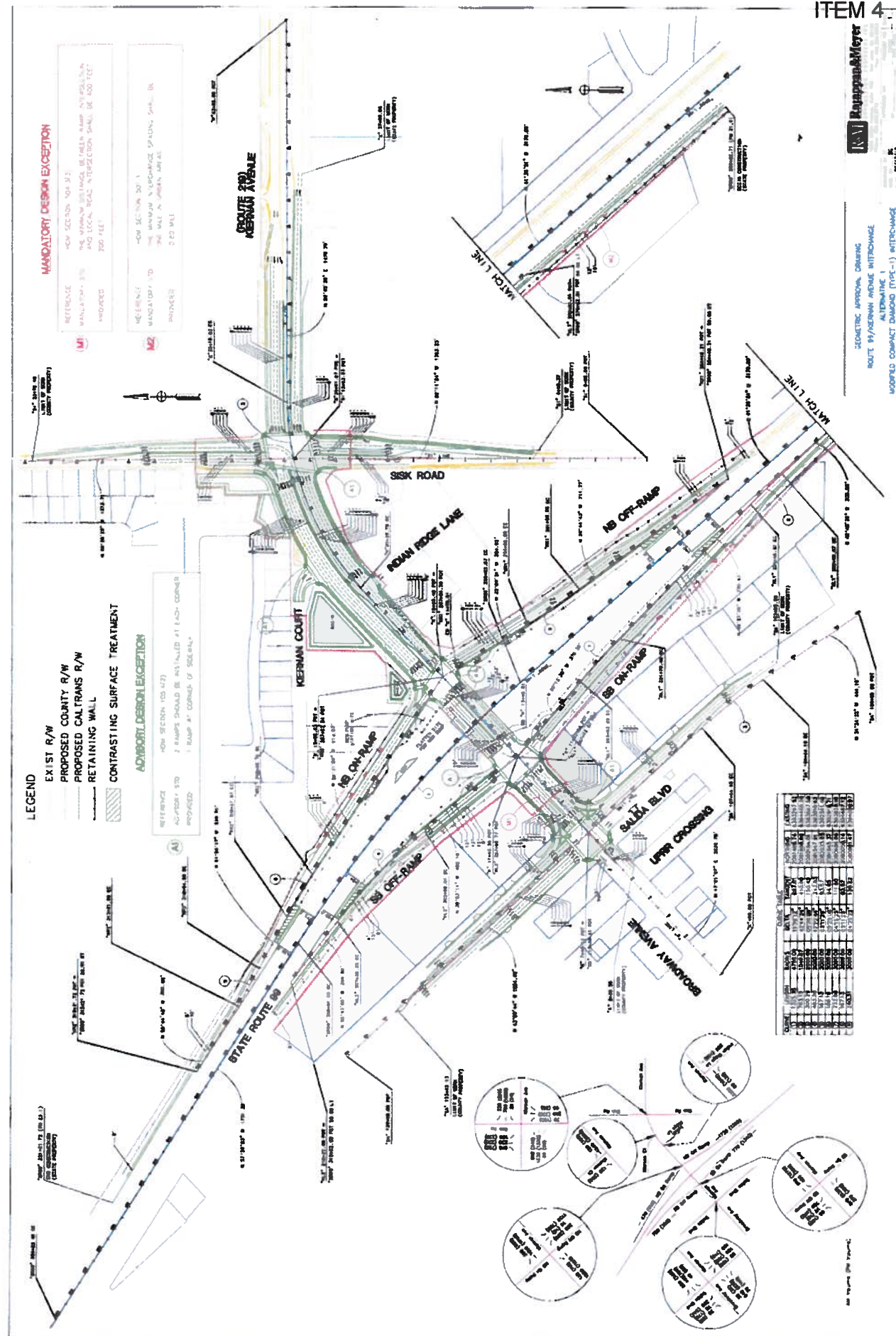


ALTERNATIVE 1 - DIAMOND

ROUTE 219 (KIERNAN AVENUE) INTERCHANGE



ALTERNATIVE 2 - HYBRID



LEGEND

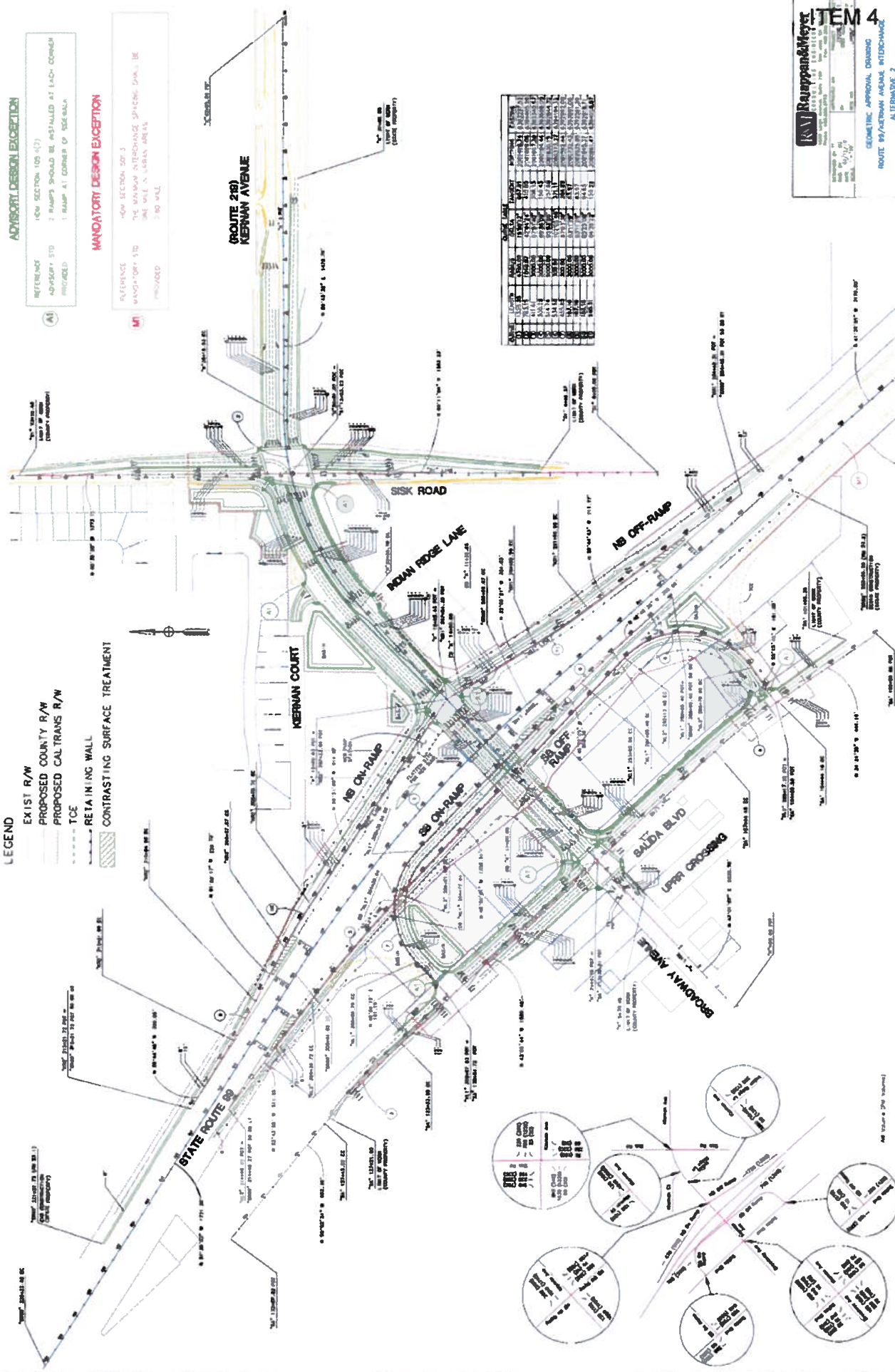
- EXIST R/W
- PROPOSED COUNTY R/W
- PROPOSED CALTRANS R/W
- TCE
- RETAINING WALL
- CONTRASTING SURFACE TREATMENT

ADVISORY DESIGN EXCEPTION

REFERENCE	ADVISORY	STO
PROPOSED	NEW SECTION 10B (7)	
	2 RAMP'S SHOULD BE INSTALLED AT I-405 CORNER	
	1 RAMP AT CORNER OF SIDEWALK	

MANDATORY DESIGN EXCEPTION

REFERENCE	MANDATORY	STO
PROPOSED	NEW SECTION 10B (7)	
	THE MINIMUM INTERCHANGE SPACING SHALL BE	
	ONE MILE IN URBAN AREAS	
	250 FEET	



STATION	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00	91+00	92+00	93+00	94+00	95+00	96+00	97+00	98+00	99+00	100+00
STATION	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00	91+00	92+00	93+00	94+00	95+00	96+00	97+00	98+00	99+00	100+00
STATION	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00	91+00	92+00	93+00	94+00	95+00	96+00	97+00	98+00	99+00	100+00

ITEM 4

GEOMETRIC APPROVAL DRAWING

ROUTE 99/KERNAN AVENUE INTERCHANGE

ALTERNATIVE 2

HYBRID (TYPE 1-1 & 1-5 INTERCHANGE)

Rauscher & Meyer

1000 10th Street, Suite 100, San Francisco, CA 94103

415.774.1000

www.rauscher-meyer.com

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project		☐ Amendment (Existing Project)		Date: 03/31/10	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
10	L330K				
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
STA	99	Stanislaus County			
Project Title					
SR-99/SR-219 (Kiernan Avenue) Interchange					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
21.9	23.1	Matt Machado	209-525-7581	machadom@stancounty.com	
Location, Project Limits, Description, Scope of Work, Legislative Description					
The SR-99/SR-219 interchange is in the community of Salida, CA, in northern Stanislaus County. Project limits are from PM R21.96/R23.12 along SR-99. This project proposes to reconstruct the SR-99/SR-219 interchange. The interchange ramps and local road intersections are proposed to be widened to provide improved operations for turning movements to and from SR-99. The interchange improvements also include					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Stanislaus County		☐	☐	
PS&E	Stanislaus County		☐	☐	
Right of Way	Stanislaus County		☐	☐	
Construction	Caltrans		☐	☐	
Legislative Districts					
Assembly: 25		Senate: 14			
Congressional: 19					
Purpose and Need					
The purpose of the proposed project is to increase capacity to meet forecasted traffic demands at the SR-99/SR-219 (Kiernan Ave) interchange. The project will alleviate traffic congestion, improve operations, and increase capacity of the interchange. The need of the project is due to anticipated congestion and inadequacy of the existing interchange to accommodate future traffic needs. This project is also necessary in order to accommodate existing and projected growth and minimize traffic impacts to State Route 99, in and near the vicinity of the interchange. State Route 99 is the transportation backbone of the San Joaquin Valley. Increasing the efficiency of the interchange will allow traffic on SR-99 to flow at an acceptable level of service, thereby increasing the safety of travelers and the flow of goods and services for the region.					
Project Benefits					
The project will reduce traffic congestion and will help meet long-term traffic level of service standards. With Stanislaus County experiencing one of the highest unemployment rates in the entire nation of over 18%, the County recognizes the significant benefits of this project to the community with regards to economic growth and job creation. The reconstruction of the SR-99/SR-219 Interchange has a direct bearing on the mainline operation of State Route 99 and, consequently, is of regional and national importance for the free flow of good and agricultural products.					
Project Milestone					Date
Project Study Report Approved					06/04/09
Begin Environmental (PA&ED) Phase					02/07/09
Circulate Draft Environmental Document					07/01/10
Draft Project Report					04/15/10
End Environmental Phase (PA&ED Milestone)					09/03/10
Begin Design (PS&E) Phase					10/04/10
End Design Phase (Ready to List for Advertisement Milestone)					04/01/12
Begin Right of Way Phase					01/03/11
End Right of Way Phase (Right of Way Certification Milestone)					01/02/12
Begin Construction Phase (Contract Award Milestone)					09/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/14
Begin Closeout Phase					09/01/14
End Closeout Phase (Closeout Report)					12/01/14

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/31/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10			L330K
Project Title: SR-99/SR-219 (Kiernan Avenue) Interchange				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					10,603			10,603	
CON						44,828		44,828	
TOTAL			1,048	4,370	10,603	44,828		60,849	

Fund No. 1:	LOCAL - Stanislaus County Public Facility Fee (PFF)								Program Code
Existing Funding									Funding Agency LOCAL - Stanislaus County PFF
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,120			2,120	
CON						34,828		34,828	
TOTAL			1,048	4,370	2,120	34,828		42,366	

Fund No. 2:	STATE - SR-99 Bond Savings								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									SR-99 Bond Savings
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					8,483			8,483	
CON						10,000		10,000	
TOTAL					8,483	10,000		18,483	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

ITEM 4

Date: 03/31/10

County	CT District	PPNO	TCRP Project No.	EA
STA	10			L330K
Project Title: SR-99/SR-219 (Kieman Avenue) Interchange				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									Stanislaus County
PS&E									Stanislaus County
R/W SUP (CT)									
CON SUP (CT)									
R/W									Stanislaus County
CON									Caltrans
TOTAL									
Net Change									
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					10,603			10,603	
CON						44,828		44,828	
TOTAL			1,048	4,370	10,603	44,828		60,849	
Proposed New Result									
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					10,603			10,603	
CON						44,828		44,828	
TOTAL			1,048	4,370	10,603	44,828		60,849	

Fund No. 1:	LOCAL - Stanislaus County Public Facility Fee (PFF)								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,120			2,120	
CON						34,828		34,828	
TOTAL			1,048	4,370	2,120	34,828		42,366	
Proposed Funding									
E&P (PA&ED)			1,048					1,048	
PS&E				4,370				4,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,120			2,120	
CON						34,828		34,828	
TOTAL			1,048	4,370	2,120	34,828		42,366	

County	CT District	PPNO	TCRP Project No.	EA
STA	10			L330K
Project Title:	SR-99/SR-219 (Kieman Avenue) Interchange			

Fund No. 2:	STATE - SR-99 Bond Savings								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					8,483			8,483	
CON						10,000		10,000	
TOTAL					8,483	10,000		18,483	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					8,483			8,483	
CON						10,000		10,000	
TOTAL					8,483	10,000		18,483	

[illegible]

SR99 BOND CANDIDATE PROJECT FACT SHEET
Cartmill Avenue / Highway 99 Interchange Reconstruction
EA06-33220
Tul-99-PM 31.3/32.6

LEAD AGENCY: City of Tulare

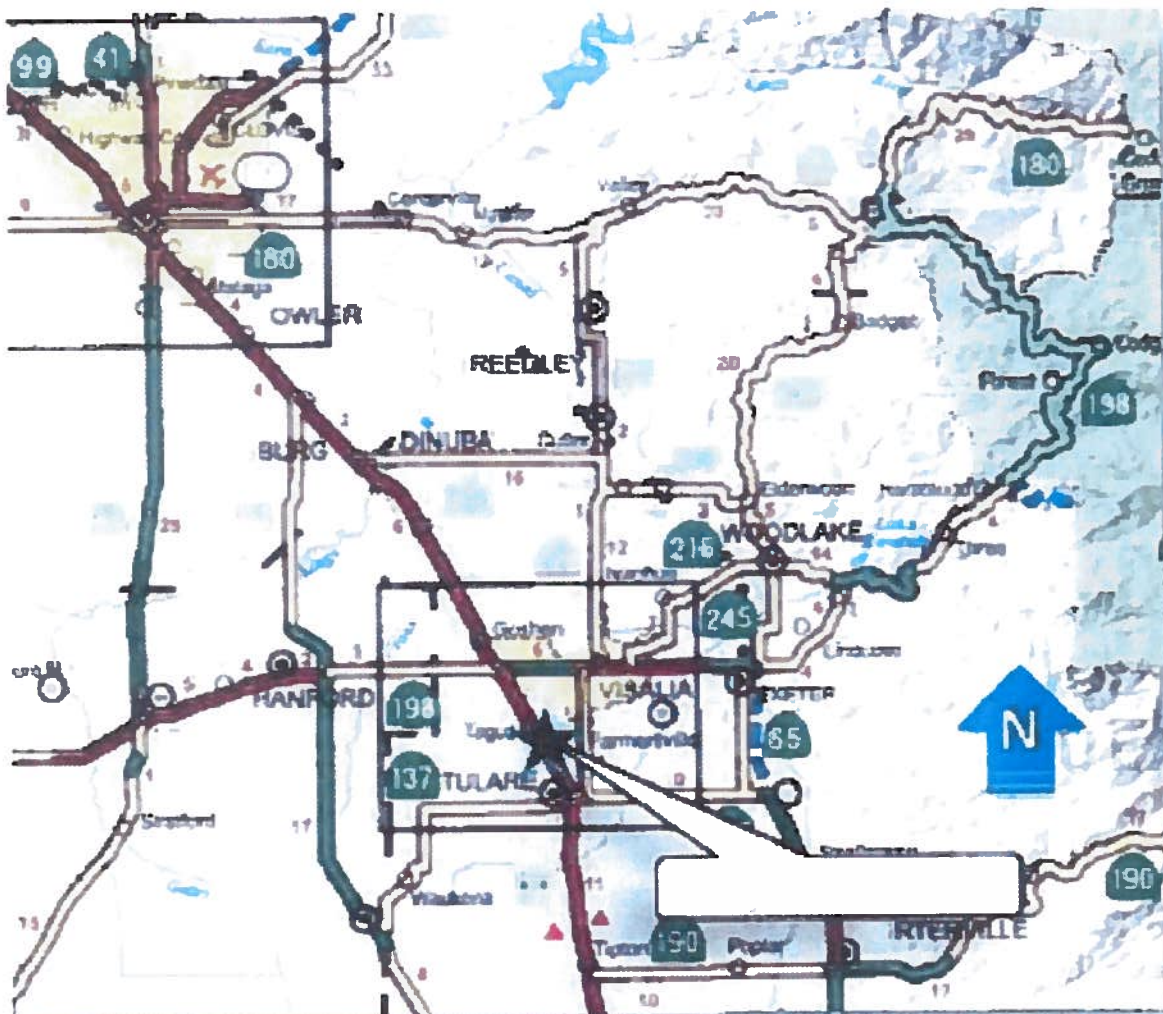
LOCAL AGENCY PROJECT MANAGER: Michael Miller / (559) 684-4269

CALTRANS PROJECT MANAGER: Bob Hull / (559) 243-3443

DESIGN CONSULTANT: OmniMeans / Joe Weiland / (916) 782-8688

ENVIRONMENTAL CONSULTANT: ICF Jones & Stokes / Claire Bromund / (916) 737-3000

LOCATION MAP:



SR99 BOND CANDIDATE PROJECT FACT SHEET

PROJECT DESCRIPTION/SCOPE

- **LIMITS:** In Tulare County in the City of Tulare from 0.6 mile south of Cartmill Avenue to 0.7 mile north of Cartmill Avenue.
- **PROJECT SCOPE:** The purpose of the project is to improve safety, provide additional capacity, improve east-west circulation, and improve local access with SR 99 at Cartmill Avenue to correct current traffic congestion and to accommodate planned future growth, including significant commercial development proposed adjacent to the interchange, within the northern area of the City of Tulare. The project will also correct existing non-standard features. The need for the project is generated by existing traffic congestion along Cartmill Avenue at the Cartmill Avenue/SR 99 Northbound Off-ramp intersection (PM Peak Hour LOS "F"), and at the Cartmill Avenue/M Street intersection (PM Peak Hour LOS "E") which also affects east-west circulation on Cartmill Avenue. With planned future growth, further degradation will occur.
- **PURPOSE/BENEFITS:** The project will provide additional capacity both to relieve existing traffic congestion and to accommodate planned growth, to provide improved east-west traffic circulation, and to provide improved access with SR 99 within the northern portion of the City of Tulare. Reducing congestion at this project location will improve safety.
- **FUNDING STRATEGY:** The Cartmill Avenue / Highway 99 Interchange Reconstruction Project Study Report (PSR) was approved on October 30, 2008. The project is currently in the PA&ED phase, which is expected to be completed around October 2010. The project is programmed as a Phase 1 regional project in the Tulare County Measure R 2006 ½-cent Transportation Sales Tax Measure (Amended). Project PS&E costs will be funded in future years by a combination of City of Tulare development impact fees and City of Tulare local discretionary funds provided by Measure R. Project RW costs will be funded by a combination of City of Tulare local discretionary funds provided by Measure R, and by Measure R Regional Project funding. Project Construction costs are proposed to be funded by a combination of City of Tulare local discretionary funds provided by Measure R, Measure R Regional Project funding, and SR99 Bond savings.

PS&E Estimate: \$3.95 million (10/11 FY)

- City of Tulare Development Impact Fees - \$1.725 million (10/11 FY)
- City of Tulare Measure R Local Discretionary Funds (Bond) - \$2.225 million (10/11 FY)

Right of Way Estimate (includes support): \$ 10.73 million (10/11FY)

- City of Tulare Measure R Local Discretionary Funds (Bond) - \$8.73 million (10/11 FY)
- City of Tulare Measure R Local Discretionary Funds (Bond) - \$2.0 million (10/11 FY)

Construction Estimate (includes support): \$ 33.34 million (12/13FY)

- City of Tulare Measure R Local Discretionary Funds (Bond) - \$5.34 million (12/13 FY)
- Measure R Regional Project Funds (Bond) - \$23.0 million (12/13 FY)
- SR99 Bond Savings - \$5.0 million (12/13 FY)

• MAJOR DELIVERY MILESTONES:

PA&ED	Begin RW Appraisals & Acquisition	PS&E	RW Certification	Ready To List	Advertise	Award Contract/Begin Construction Phase	Construction Complete
10/01/2010	10/01/2010	06/01/2010	03/01/2012	03/01/2012	05/01/2012	06/01/12	07/01/2013

SR99 BOND CANDIDATE PROJECT FACT SHEET

- **PROJECT RISKS:** Major project risks involve Right of Way issues, and the need for a design exception to allow an existing drive approach to remain open on the southbound ramps during one phase of the project construction. Failure to obtain the design exception would most likely result in the need to acquire an existing mini-mart/gas station, which would impact the overall project R/W cost and could necessitate condemnation proceedings to obtain the required R/W. An early resolution to this issue is essential to successfully complete the R/W schedule as shown. The City and its project consultant have been working with Caltrans staff accordingly.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

General Instructions

☒ New Project		☐ Amendment (Existing Project)		Date: 03/23/10	
Caltrans District		EA		PPNO	
06		33220		TUL08-402	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
TUL	Hwy 99	City of Tulare		TCAG	CO
Project Title					
Cartmill Avenue / Hwy 99 Interchange Reconstruction					
PM Bk	PM Ahd	Project Mgr/Contact		Phone	E-mail Address
31.3	32.6	Mike Whitlock		(559) 684-4210	mwhitlock@ci.tulare.ca.us
Location, Project Limits, Description, Scope of Work, Legislative Description					
The project consists of modifications to the existing State Route 99/M Street-Cartmill Avenue interchange located at PM31.9 and related improvements along SR 99 from PM 31.3 to PM 32.6 in the City of Tulare, County of Tulare.					
Component		Implementing Agency		AB 3090	Letter of No Prejudice
PA&ED		City of Tulare		☐	☐
PS&E		City of Tulare		☐	☐
Right of Way		City of Tulare		☐	☐
Construction		City of Tulare		☐	☐
Legislative Districts					
Assembly: 34th		Senate: 18th			
Congressional: 21st					
Purpose and Need					
The purpose of the project is to improve safety, provide additional capacity, improve east-west circulation, and improve local access with SR 99 at Cartmill Avenue to correct current traffic congestion and to accommodate planned future growth, including significant commercial development proposed adjacent to the interchange, within the northern area of the City of Tulare. The project will also correct existing non-standard features. The need for the project is generated by existing traffic congestion along Cartmill Avenue at the Cartmill Avenue/SR 99 Northbound Off-ramp intersection (PM Peak Hour LOS "F"), and at the Cartmill Avenue/M Street intersection (PM Peak Hour LOS "E") which also affects east-west circulation on Cartmill Avenue. With planned future growth, further degradation will occur.					
Project Benefits					
The project will provide additional capacity both to relieve existing traffic congestion and to accommodate planned growth, to provide improved east-west traffic circulation, and to provide improved access with SR 99 within the northern portion of the City of Tulare.					
Project Milestone					Date
Project Study Report Approved					10/30/08
Begin Environmental (PA&ED) Phase					02/13/08
Circulate Draft Environmental Document				Document Type	ND
Draft Project Report					07/01/10
End Environmental Phase (PA&ED Milestone)					08/01/10
Begin Design (PS&E) Phase					10/01/10
End Design Phase (Ready to List for Advertisement Milestone)					06/01/10
Begin Right of Way Phase					03/01/12
End Right of Way Phase (Right of Way Certification Milestone)					10/01/10
Begin Construction Phase (Contract Award Milestone)					03/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/12
Begin Closeout Phase					07/01/13
End Closeout Phase (Closeout Report)					07/01/13
					10/01/13

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/23/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	08			33220
Project Title: Cartmill Avenue / Hwy 99 Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									In \$ thousands
E&P (PA&ED)			850					850	
PS&E				3,950				3,950	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				10,280				10,280	
CON						29,390		29,390	
TOTAL			850	14,680		33,340		48,670	

Fund No. 1:	City of Tulare Development Impact Fee Program								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									City of Tulare
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)			850					850	In \$ thousands
PS&E				1,725				1,725	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			850	1,725				2,575	

Fund No. 2:	City of Tulare Measure R Local Discretionary Funds								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									City of Tulare
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									In \$ thousands
PS&E				2,225				2,225	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				8,280				8,280	
CON						1,390		1,390	
TOTAL				10,955		5,340		16,295	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/23/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	06			33220
Project Title: Cartmill Avenue / Hwy 99 Interchange Reconstruction				

Fund No. 3: Measure R Regional Project Funding									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									TCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									In \$ thousands
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,000				2,000	
CON						23,000		23,000	
TOTAL				2,000		23,000		25,000	

Fund No. 4: Prop 1B 99 Bond									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									In \$ thousands
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,000		5,000	
TOTAL						5,000		5,000	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 03/23/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	08			33220
Project Title: Cartmill Avenue / Hwy 99 Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									City of Tulare
PS&E									City of Tulare
R/W SUP (CT)									
CON SUP (CT)									
R/W									City of Tulare
CON									City of Tulare
TOTAL									
Net Change									
E&P (PA&ED)			850					850	
PS&E				3,950				3,950	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				10,280				10,280	
CON						29,390		29,390	
TOTAL			850	14,680		33,340		48,870	
Proposed New Result									
E&P (PA&ED)			850					850	
PS&E				3,950				3,950	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				10,280				10,280	
CON						29,390		29,390	
TOTAL			850	14,680		33,340		48,870	

Fund No. 1:	City of Tulare Development Impact Fee Program								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)			850					850	
PS&E				1,725				1,725	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			850	1,725				2,575	
Proposed Funding									
E&P (PA&ED)			850					850	
PS&E				1,725				1,725	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			850	1,725				2,575	

Date: 03/23/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	08			33220
Project Title: Cartmill Avenue / Hwy 99 Interchange Reconstruction				

Fund No. 2: City of Tulare Measure R Local Discretionary Funds									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E				2,225				2,225	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				8,280				8,280	
CON						1,390		1,390	
TOTAL				10,955		5,340		16,295	
Proposed Funding									
E&P (PA&ED)									
PS&E				2,225				2,225	
R/W SUP (CT)				450				450	
CON SUP (CT)						3,950		3,950	
R/W				8,280				8,280	
CON						1,390		1,390	
TOTAL				10,955		5,340		16,295	

Fund No. 3: Measure R Regional Project Funding									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,000				2,000	
CON						23,000		23,000	
TOTAL				2,000		23,000		25,000	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,000				2,000	
CON						23,000		23,000	
TOTAL				2,000		23,000		25,000	

DTP-0001 (REV. 3/08)

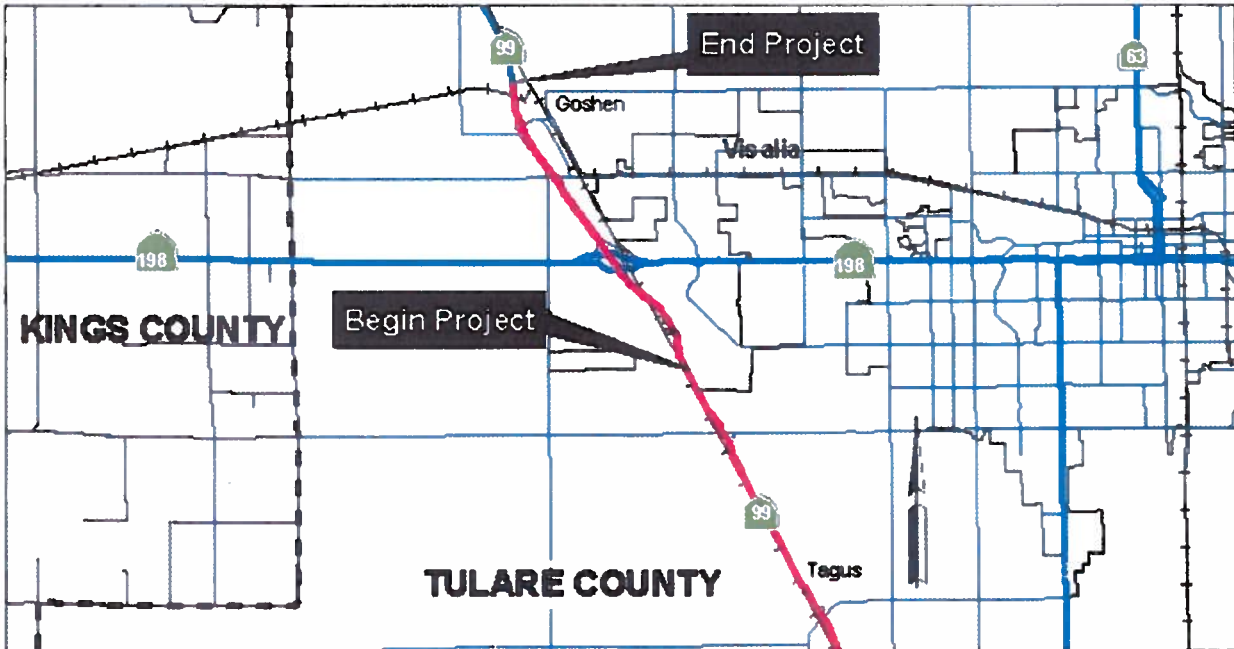
Date: 03/23/10

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SR99 BOND CANDIDATE PROJECT FACT SHEET
Tulare to Goshen 6-Lane North Segment
EA06-360211 PPNO 6400A
Tul-99-PM 37.3/41.3

PROJECT MANAGER: Phillip Sanchez / (559) 243-3466
DESIGN MANAGER: Gurbhay Brar (559) 230-3106
ENVIRONMENTAL MANAGER: Sarah Gassner (559) 243-8223
CONSTRUCTION MANAGER: Brenda Felder (559) 651-8310

LOCATION MAP:



PROJECT DESCRIPTION/SCOPE

- **LIMITS:** In Tulare County near Goshen from 0.9 mile south of the West Visalia Overhead (Bridge #46-226) to 0.2 mile north of the North Goshen Overhead (Bridge #46-055).
- **PROJECT SCOPE:** The capacity increase project proposes to add lanes to change Route 99 from a 4-lane freeway to a 6-lane freeway. Lane additions will be constructed within the median for both the northbound and the southbound for the entire length of the project. Acceleration lanes and two lane exits are planned for the connectors at the Route 198/99 freeway-to-freeway interchange. Project also includes replacement planting.
- **PURPOSE/BENEFITS:** This capacity increasing project proposes to improve mobility and reliability and reduce congestion by widening Route 99 to add lanes. The project continues the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley. It is consistent with the District 6 Transportation Concept Report, the Interregional Transportation Strategic Plan, the Tulare County Regional Transportation Plan, the Route 99 Business Plan, and the Corridor System Management Plan.

This project will facilitate goods movement and reduce delays. This project is needed to address a projected capacity problem and a low Level of Service (LOS). Project will save an average annual benefit of 768,573 vehicle-hours of delay. This project will improve connectivity by continuing the extension of a six-lane freeway south from Fresno County for an additional 4 miles. Reducing congestion at this project location will improve safety.

SR99 BOND CANDIDATE PROJECT FACT SHEET

- **FUNDING STRATEGY:** The Tulare to Goshen 6-Lane (EA06-36020_) STIP project achieved PA&ED in 2009 and is listed in the Route 99 Business Plan as Project Number 14. This large project is now being split in the 2010 STIP program in to two segments (North EA06-36021_ and South EA06-36022_ Segments) for funding and construction. This project is the North Segment. Project PS&E and R/W are funded in future years by a STIP RIP/IIP combination. Project R/W and Construction are proposed to be funded by SR99 Bond savings.

Right of Way Estimate: \$2 million (10/11FY)
 Construction Estimate: \$ 39 million (12/13FY)

2010 STIP Program R/W: \$2 million (12/13FY)
 Programmed Construction Amount: \$0

- **MAJOR DELIVERY MILESTONES:**

PA&ED	Begin R/W Appraisals & Acquisition	District PS&E	R/W Certification	Ready To List	Advertise	Award Contract/Begin Construction Phase	Construction Complete
2/25/2009	04/01/2010	02/21/2012	07/08/2012	07/09/2012	11/01/2012	12/31/12	07/01/2015
Complete							

Corridor System Management Plan was completed in October 2008.

- **PROJECT RISKS:** Major project risks involve Right of Way issues: the existing underground utility with manhole access within project R/W, railroad involvement due to widening of existing structures at two locations over the railroad, and possible R/W condemnation. An early R/W start is essential to successfully complete the R/W schedule.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

General Instructions

☐ New Project		☒ Amendment (Existing Project)		Date: 04/01/10	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
6	36021	6400A	TCAG		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
TUL	99	Caltrans		TCAG	CO
Project Title					
Tulare to Goshen 6-Lane North Segment					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
37.3	41.3	Phillip Sanchez	(559)243-3466		
Location, Project Limits, Description, Scope of Work, Legislative Description					
On State Route 99 in Tulare County near Goshen from 0.9 mile south of West Visalia OH (46-226) to 0.2 mile north of North Goshen OH (46-055). Widen 4-lane freeway to 6-lane freeway. The project also includes acceleration lanes, two lane exits, and replacement planting.					
Component	Implementing Agency			Reimbursements	
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction	Caltrans				
Legislative Districts					
Assembly: 30, 34			Senate: 16, 18		
Congressional: 21					
Purpose and Need					
This capacity increasing project proposes to improve mobility and reliability and reduce congestion by widening Route 99 to add lanes. The project continues the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley. It is consistent with the District 6 Transportation Concept Report, the Interregional Transportation Strategic Plan, the Tulare County Regional Transportation Plan, the Route 99 Business Plan, and the Corridor System Management Plan.					
Project Benefits					
This project will facilitate goods movement and reduce delays. This project is needed to address a projected capacity problem and a low Level of Service (LOS). Project will save an average annual benefit of 768,573 vehicle-hours of delay. This project will improve connectivity by continuing the extension of a six-lane freeway south from Fresno County for an additional 4 miles. Reducing congestion at this project location will improve safety.					
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					01/01/04
Circulate Draft Environmental Document				Document Type ND	06/27/08
Draft Project Report					06/27/08
End Environmental Phase (PA&ED Milestone)					02/25/09
Begin Design (PS&E) Phase					10/14/09
End Design Phase (Ready to List for Advertisement Milestone)					07/09/12
Begin Right of Way Phase					04/01/10
End Right of Way Phase (Right of Way Certification Milestone)					07/08/12
Begin Construction Phase (Contract Award Milestone)					12/31/12
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/15
Begin Closeout Phase					07/02/15
End Closeout Phase (Closeout Report)					12/31/17

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 04/01/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	8	8400A		38021
Project Title: Tulare to Goshen 8-Lane North Segment				

Existing Total Project Cost								Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	
E&P (PA&ED)	4,300							Caltrans
PS&E			6,800					Caltrans
R/W SUP (CT)				2,300				
CON SUP (CT)							15,000	
R/W				15,400	5,900			Caltrans
CON							160,000	Caltrans
TOTAL	4,300		6,800	17,700	5,900		175,000	
Proposed Total Project Cost								
E&P (PA&ED)								
PS&E			4,000					
R/W SUP (CT)		300						
CON SUP (CT)				5,000				
R/W		2,000						
CON				39,000				
TOTAL		2,300	4,000	44,000				

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075 600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E			3,300					3,300	
R/W SUP (CT)				1,100				1,100	
CON SUP (CT)									
R/W				7,600				7,600	
CON									
TOTAL			3,300	8,700				12,000	
Proposed Funding									Notes
E&P (PA&ED)									North Segment-south of West Visalia Overhead to north of North Goshen Overhead
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,000					2,000	

Fund No. 2:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding									20 XX.025.700
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	4,300							4,300	Caltrans
PS&E			3,500					3,500	
R/W SUP (CT)				1,200				1,200	
CON SUP (CT)									
R/W				7,800				7,800	
CON									
TOTAL	4,300		3,500	9,000				16,800	
Proposed Funding									Notes
E&P (PA&ED)									North Segment-south of West Visalia Overhead to north of North Goshen Overhead
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,000					2,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 04/01/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	6	6400A		36021
Project Title: Tulare to Goshen 6-Lane North Segment				

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding									FUTURE
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)							15,000	15,000	
R/W					5,900			5,900	
CON							160,000	160,000	
TOTAL					5,900		175,000	180,900	
Proposed Funding									Notes
E&P (PA&ED)									Prop 1B SR99 Bond Program Code 20.XX.722.000
PS&E									
R/W SUP (CT)		300						300	
CON SUP (CT)				5,000				5,000	
R/W		2,000						2,000	
CON				39,000				39,000	
TOTAL		2,300		44,000				46,300	

Fund No. 4:									Program Code
Existing Funding									Funding Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding									Funding Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (REV. 8/09)

ITEM 4

Date: 04/01/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	6	6400A		36021
Project Title: Tulare to Goshen 6-Lane North Segment				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	4,300							4,300	Caltrans
PS&E			6,800					6,800	Caltrans
R/W SUP (CT)				2,300				2,300	
CON SUP (CT)							15,000	15,000	
R/W				15,400	5,900			21,300	Caltrans
CON							160,000	160,000	Caltrans
TOTAL	4,300		6,800	17,700	5,900		175,000	209,700	
Net Change									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	-4,300							-4,300	
PS&E			-2,800					-2,800	
R/W SUP (CT)		300		-2,300				-2,000	
CON SUP (CT)				5,000			-15,000	-10,000	
R/W		2,000		-15,400	-5,900			-19,300	
CON				39,000			-160,000	-121,000	
TOTAL	-4,300	2,300	-2,800	26,300	-5,900		-175,000	-159,400	
Proposed New Result									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E			4,000					4,000	
R/W SUP (CT)		300						300	
CON SUP (CT)				5,000				5,000	
R/W		2,000						2,000	
CON				39,000				39,000	
TOTAL		2,300	4,000	44,000				50,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding								20.XX.075.600
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Government
PS&E			3,300					3,300	
R/W SUP (CT)				1,100				1,100	
CON SUP (CT)									
R/W				7,600				7,600	
CON									
TOTAL			3,300	8,700				12,000	
Change									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E			-1,300					-1,300	
R/W SUP (CT)				-1,100				-1,100	
CON SUP (CT)									
R/W				-7,600				-7,600	
CON									
TOTAL			-1,300	-8,700				-10,000	
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,000					2,000	

Date: 04/01/10

County	CT District	PPNO	TCRP Project No.	EA
TUL	6	6400A		38021
Project Title: Tulare to Goshen 6-Lane North Segment				

Fund No. 2: IIP - State Cash (ST-CASH)									Program Code
Existing Funding									20.XX.025.700
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	4,300							4,300	Caltrans
PS&E			3,500					3,500	
R/W SUP (CT)				1,200				1,200	
CON SUP (CT)									
R/W				7,800				7,800	
CON									
TOTAL	4,300		3,500	9,000				16,800	
Change									Notes
E&P (PA&ED)	-4,300							-4,300	
PS&E			-1,500					-1,500	
R/W SUP (CT)				-1,200				-1,200	
CON SUP (CT)									
R/W				-7,800				-7,800	
CON									
TOTAL	-4,300		-1,500	-9,000				-14,800	
Proposed Funding									
E&P (PA&ED)									
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,000					2,000	

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding									FUTURE
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)							15,000	15,000	
CON SUP (CT)									
R/W					5,900			5,900	
CON							160,000	160,000	
TOTAL					5,900		175,000	180,900	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		300						300	
CON SUP (CT)				5,000			-15,000	-10,000	
R/W		2,000			-5,900			-3,900	
CON				39,000			-160,000	-121,000	
TOTAL		2,300		44,000	-5,900		-175,000	-134,600	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		300						300	
CON SUP (CT)				5,000				5,000	
R/W		2,000						2,000	
CON				39,000				39,000	
TOTAL		2,300		44,000				46,300	



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April 23, 2010

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Re: AB 32, SB 97, SB 375 Implementation - Impacts to Local Government

Dear Governor Schwarzenegger:

This letter is intended to share concerns that have been voiced by several of our member agencies here in Fresno County regarding the implementation of AB 32, SB 97, SB 375 and related matters.

A number of our member agencies have expressed that given the current fiscal condition of California local and state governments and the fact that staffing and funding have been slashed by 50% in some instances, it is likely impossible to provide the resources necessary to comply with these requirements within the timelines previously set by law. Therefore, we believe that incremental steps towards compliance should be employed, perhaps over the next five to seven years, with the focus on benchmarked progress, not regulatory enforcement.

The overlapping requirements of these laws, in combination with the rules of our regional air pollution control district, are causing confusion for our local agency staff and for private development community and are serving to frustrate economic recovery, not help move it along. The provisions of AB 32 in providing global warming solutions via greenhouse gas reduction targets for the state that are then translated in detail through SB 375 are not entirely clear as to goal and measurement and are not coordinated amongst the various state agencies that have jurisdiction over a portion of the work. This results in conflicting priorities and vague guidance for analysis, leaving interpretation wide open for the local agency or the private consulting sector. Also, the provisions of AB 32 that are now translated through SB 97 to require a CEQA analysis of greenhouse gas reduction of 29% below the established baseline for every new development project, is creating a situation of expensive confusion for the private development community where Developers are having to interpret the law without guidance from the regulatory agencies. It also creates confusion for the local planners who are being asked to enforce it without the benefit of performance guidelines by which to measure and make determinations pursuant to CEQA. This is creating a situation ripe for unnecessary and

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

April 23, 2010

Page 2

expensive litigation and may lead to a de facto moratorium on new development. We need to slow down this process until we can agree upon a rational method for the analysis and review.

Recently, several member agencies and community partners of Fresno COG traveled to Sacramento for the annual "One Voice" advocacy trip. As is typical, we had scheduled meetings with several State Legislators and State Agency staff. One of the issues discussed was the implementation of AB 32 and SB 375 and the impacts to local government and our communities. Clovis City Manager, Kathy Millison, led the discussion on AB 32 and SB 375 at the meetings and noted that while Fresno COG and its member agencies generally supported the goals of this legislation, we are concerned that the schedule set out in the legislation is too aggressive given the current economic conditions. Based on the dialogue that occurred, we were encouraged to express these concerns in writing. Following is a further summary of the points that were presented by our local agencies which will elaborate on the two major concerns stated at the opening of this letter.

- While the Regional Blueprint's Smart Growth Principles and commitment to more efficient land use patterns has buy-in by local governments in Fresno County, there is a concern about how these principles will be incorporated into the respective general plans and the regulatory framework that will result. Because we see SB 375 target setting as one of the mechanisms to get us to our long range Blueprint vision, we believe that implementation should be an incremental process that focuses on benchmarked progress rather than regulatory enforcement at this time.
- It is unclear how the San Joaquin Valley's Air District goals will affect the requisites of AB 32 and SB 375 and how compliance with these two, overlapping requirements will work. Overlapping requirements are confusing to local officials, staff and the business community, and in some cases appear to be in conflict or duplicative. There is also a lack of specific coordination. As currently understood, compliance will be costly for both government and business at a time when neither sector can afford it.
- There needs to be a common scientific method by which all communities can calculate their greenhouse gas emissions and reduction targets. There is great concern with the variety of methods that may currently be utilized and the fact that the science is still evolving. What flexibility will there be to make adjustments to this information as the science matures?
- Local economic conditions and the resulting markets have not supported substantial investment in higher density building (greater than 3 stories) even in good economic times due to the inability of household incomes of the region to support the market needed for these products to be successful. Given the dramatic reset in housing prices that has yet to stabilize in this region, the challenge to deliver these types of products becomes even greater. Housing products and community designs for developing sustainable communities will vary from region to region. Communities working towards

April 23, 2010

Page 3

updated general plans and housing elements are being stopped in their tracks due to lack of funding and staffing. Cookie cutter solutions just won't work.

- Rural economies are more spatial in nature and require the logistics of transportation to move people, goods and services daily. Employment centers are fewer and much less concentrated than those in urban economies and often located at great distances. The existing system of roadways is the primary resource adequate for transportation needs at present and for some time to come. New regulations that curtail or penalize regions for reliance on roadway systems for transportation could inhibit rural economic development and further exacerbate poverty conditions in these regions.
- Development of public transit systems within the spatial economy has always been a challenge for this region, even when economic conditions are good. Diminishing resources to support effective public transit, a service that would help reduce greenhouse gases, are now barely adequate to serve the needs of transit dependent residents. With continued funding cutbacks, reliance on public transit for greater mass transportation solutions gets worse, not better.
- The housing and business development community is experiencing extreme distress and there is not one day that goes by without local officials hearing of yet another financial crisis for an established business within their community. There is great concern about the immediate fiscal impact of new and broadly applied regulations that could severely impact or contribute to further disruption or cessation of business activity at a time when economic recovery is still quite fragile.
- Staffing and resources for planning are at an all time low due to the current economic conditions. Local agencies simply do not have the resources to perform the tasks associated with general plan updates to comply with AB 32 and SB 375 under such an aggressive time line for implementation.

Having said this, I would be remiss if I failed to note that the Council of Fresno County Governments (Fresno COG) has taken a very proactive approach in addressing the guidelines and requirements of SB 375 to the best of our ability. It is because of our early involvement in the implementation of SB 375 that our member agencies have become aware of these concerns. Fresno COG staff has been working with a countywide task force, which consists of representatives from the member city and county jurisdictions and other stakeholders in the Fresno region, with the goal of providing an achievable greenhouse gas reduction target for the region to the California Air Resources Board (CARB) very soon. The approval process for the Fresno COG will require review by advisory committees and adoption by the governing board after public hearing, all expected to be completed by May.

Although there is the option of not submitting any target to the CARB, Fresno COG staff considers it to be advantageous that a realistic reduction target be developed from the Fresno

April 23, 2010

Page 4

Region based upon the most current information available for the region. After going through the planning scenario modeling exercise in the target-setting process, we have a better understanding of what is achievable for the Fresno Region and this knowledge will assist in being more prepared to meet the reduction target through the Sustainable Communities Strategy development in the 2014/2015 Regional Transportation Planning process. However, this process may soon come to a grinding halt because our local agencies have neither the staff nor financial resources to update their general plans in the near term.

Based on these concerns, we urge you to consider any relief from the current aggressive implementation schedules of AB 32, SB 97 and SB 375. While the intent of this regulatory scheme has merit, the realities of state and local government finances, the ability to better define the application of the science to the analysis needed to comply, and the local business climate make timely compliance as set forth by this legislation questionable and ill advised. We will appreciate any relief that you may provide to our member agencies.

If you have questions or comments, please contact me by email at tboren@fresnocog.org or by phone at 559-233-4148, Extension 204.

Sincerely,



Tony Boren, Executive Director
Council of Fresno County Governments

Cc: Sen. Darrell Steinberg, State Capitol, Room 205
Senate Minority Leader, Dennis Hollingsworth, Room 305
Assembly Speaker, John A. Perez, State Capitol, Room 219
Assembly Minority Leader Martin Garrick, State Capitol, Room 3104
Sen. Dave Cogdill, State Capitol, Room 2054
Sen. Dean Flores, State Capitol, Room 5061
Asm. Juan Arambula, State Capitol, Room 2141
Asm. Danny Gilmore, State Capitol, Room 2174
Asm. Mike Villines, State Capitol, Room 4117
Mary D. Nichols, Director, California Air Resources Board
Linda S. Adams, Secretary for Environmental Protection
Fresno County Board of Supervisors and Mayors of Clovis, Coalinga, Firebaugh, Fowler,
Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San
Joaquin, Sanger, Selma, Member Agencies of Fresno COG
California State Association of Counties
LCC
California Consulting, LLC



SAN JOAQUIN VALLEY POLICY COUNCIL SUMMARY OF DEVELOPMENT WORKSHOP, OUTCOMES, AND RECOMMENDATIONS

On March 26, 2010, the San Joaquin Valley Policy Council met at the offices of the Fresno County Council of Government for a Development Workshop designed to determine the priority work plan and organizational structure for the Policy Council over the coming year, and to better define the relationship between the Policy Council and the San Joaquin Valley Partnership. This report summarizes discussions and decisions from the Workshop, and makes recommendations for next steps based on those decisions. In addition there are three appendices: a list of workshop attendees; a discussion of alternative structures for regional governance bodies; an excerpt from the San Joaquin Valley Partnership's Strategic Action Proposal (2006); and an update on the status of the transportation goals from this plan.



SUMMARY OF WORKSHOP

Prior to the workshop, all members of the Policy Council and all of the Executive Directors of the Councils of Government (COGs) for the eight participating Counties were interviewed for their views on the current state of the Valley, the highest priorities for the future, areas where they felt the Policy Council could be most effective, the structure of the Policy Council, and how it could best work with the Partnership. Views and ideas from these interviews were summarized and distributed to participants prior to the workshop, and helped provide a shared foundation from which to start the discussion.

The workshop agenda consisted of a guided discussion of the following four questions:

1. What are the priorities for the San Joaquin Valley?
2. Based on those priorities, what should the work plan for the Policy Council be?
3. What should the structure of the Policy Council be in order to best serve the work plan?
4. How can the Policy Council and Partnership best be organized to address this work program?

A total of 26 people including Policy Council members, COG directors, and members of related boards attended; a list of attendees can be found at the end of this report. The general process of the discussion was to address questions to the Policy Council members, and then to ask for comment from the COG directors.

PRIORITIES FOR THE SAN JOAQUIN VALLEY

Based on the interviews prior to the workshop, the priorities for the San Joaquin Valley broadly agreed on by the Policy Council are to:

- Preserve agricultural land
- Broaden the jobs base
- Provide excellent education
- Target future growth to developed areas
- Identify reliable water sources and build a robust water system (storage, conveyance, recycling)
- Improve transportation: widen key highways and provide alternate modes of travel
- Support high-speed, freight, and short-haul rail

Participants were asked to comment on these priorities, and to add others they felt were missing. Several Policy Council members felt that the largest problem in the Valley is economic, characterized by the interrelated elements of poverty, low education levels, and unemployment. It was suggested that the Policy Council should “hold the economic perspective” throughout the day’s discussion, viewing decisions with an eye toward creating jobs and reducing regulation that impedes businesses.

A WORK PLAN FOR THE POLICY COUNCIL

WHERE SHOULD THE POLICY COUNCIL TAKE A LEADING ROLE?

In order to begin to narrow the focus of the Policy Council, members were then asked which of these priority areas they felt were appropriate for the Policy Council to take a leadership role in addressing, and which might be better addressed by other bodies.

Members acknowledged that choosing an issue to lead is difficult because everything is, to some extent, interrelated. Legislation recently passed in California, Assembly Bill 32 and Senate Bill 375, compels local planning agencies to make choices that reduce Vehicle Miles Traveled (VMT) and emphasize the interrelatedness of transportation and land use planning. These bills, dealing directly with the Policy Council's main areas of transportation and land use, surfaced as a primary focus for the Policy Council.

The group arrived at a firm consensus regarding both the Policy Council's county-oriented roots and its ongoing State-mandated responsibility: to oversee and coordinate regional transportation projects and policies. The group also agreed that recent state legislation (AB 32 and SB 375) mandates that the Policy Council consider land use (including preservation of agricultural land) and housing in relationship to transportation. There was general agreement that the Policy Council should take a lead role in:

Transportation planning and funding

Transportation planning and funding is the primary role of the COGs, so it is natural that they take a leading role in this at the regional level. The Policy Council currently serves the function of the Partnership's Transportation Working Group. Members coalesced around the idea that transportation improvements build stronger counties and communities, and facilitate economic development.

Land use planning

Policy Council members felt that they could serve a lead role in setting the agenda for land use issues, including meeting housing requirements, preserving agricultural land, and following up with San Joaquin Valley Blueprint projects.

AB 32 and SB 375

Implementation of AB 32 and SB 375 is an integrated part of transportation and land use planning. The Council would take the lead in guiding compliance with and implementa-



tion of the Valley's approach to AB 32/SB 375, including seeking adjustment of the requirements of these bills to better suit rural areas. One member succinctly summarized this expanded leadership role: There should be one body, the Policy Council, that addresses how the AB 32/SB 375 legislation will affect the Central Valley with regard to transportation, land use, and housing issues.

Advocacy for the Valley

A fundamental reason for the existence of the Policy Council is to advocate for the Valley at both the State and Federal level. Policy Council members see this as an area of success for the Policy Council and see their primary role as being the "Voice of the Valley."

WHERE SHOULD THE POLICY COUNCIL TAKE A SUPPORTING ROLE?

In other areas, there may be other bodies better suited to lead efforts for the Valley, while the Policy Council takes more of a coordination and advocacy role. Policy Council members acknowledged that although water and air quality were certainly issues that fall within the Policy Council's sphere of concern (encouraging healthy businesses and job creation), they were not within the group's regulatory directive. They tentatively agreed that decisions regarding these complex issues should be left to the experts in those fields and boards whose sole job it is to manage these issues.

Air Quality

Air quality measures in the Valley are managed by the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District (APCD, or Air District). Since transportation represents a large source of air pollution, the Policy Council can coordinate with CARB and the APCD on transportation (and other) projects affecting air quality. It was suggested that the Policy Council could support the Air District (and future water boards) by lobbying for increased State funding on its behalf.

Water

To create a comprehensive, integrated plan for water resources in the Valley, State legislators from the area initiated the development of the San Joaquin Valley Integrated Regional Water Management Plan (SJVIRWMP). At the request of this group, the California Water Institute at Fresno State (CWI) began coordination of an eight-county planning effort. With this focused regional planning ongoing, the Policy Council would not take the lead, but would coordinate and stay in communication with this body, with the goal of improving water resources for the Valley, including establishing reliable sources, and building a reliable storage and distribution system.

Partnering for funding

Any projects which cross county lines will require coordinated funding. The Policy Council can coordinate funding requests and seek funding for region-wide projects.

Sponsoring studies to guide implementation of projects

The gap between planning and implementation can be wide enough to prevent plans from becoming reality. Studies which explore implementation options and relative costs can provide clear direction to move projects forward.

WHAT SPECIFICALLY DOES THE POLICY COUNCIL WANT TO ACCOMPLISH IN THE NEXT YEAR?

In order to get more specific direction and clarity for the Policy Council work plan, each member of the Policy Council and each COG director present was asked what he or she would like the Council to accomplish in the next 12 to 24 months. Most of the answers fell under the broad categories the Policy Council previously identified as areas in which they would like to take a leading role; others addressed the workings and organization of the Council itself.

Transportation Planning & Funding

Transportation projects were focused on rail – freight and high-speed – and development of a region-wide transportation plan. The COGs supported the idea of developing a Valley-wide transportation plan, as it could be used as a template for support in Sacramento and Washington, D.C.

Specific actions suggested were:

- Develop an integrated Valley-wide transportation plan, from the Port of Oakland to the Grapevine
- Improve goods movement on the west side of the Valley
- Identify and secure funding to preserve rail corridors throughout the Valley
- Have high-speed rail “on the ground” in the Valley
- One member suggested that the Policy Council require each county in the Valley to contribute a percentage of its retirement funds to HSR from Stockton to the Grapevine

Beyond transportation funding, several Policy Council members also addressed other funding sources:

- Find a way to put American Recovery and Reinvestment Act (Federal stimulus) funding into Community Development Block Grant (CDBG) accounts
- Find funding for planning and implementation of infrastructure projects to provide jobs
- Fund enterprise zones in the state budget

Land Use Planning

Specific land use projects addressed preservation of agricultural land, and moving forward with plans already completed.

- Implement/expedite projects within the Blueprint
- Keep the Williamson Act in the State budget
- Have Sacramento exempt the Valley from CEQA regulations

AB 32 and SB 375

This category garnered the greatest number of specific actions. Several highlighted the perceived inappropriateness of these bills when applied to rural areas. The COG directors were nearly unanimous in their call for additional meetings to directly discuss how or if to set state-mandated greenhouse gas (GHG) emission targets for the whole Valley (or as individual counties). The directors also asked that the Policy Council seriously consider the policy decisions that go along with AB 32/SB 375 implementation and mitigation measures. In response, the Policy Council agreed that it was essential for future effectiveness that the COGs be forthright about the regulatory necessities of AB 32 and SB 375, and actively engage the Policy Council in these efforts.

ITEM 7

In sum:

- Develop a plan for implementing AB 32 and SB 375 in the San Joaquin Valley.

The plan should be cooperatively developed with the input of the Partnership, the California Business, Transportation and Housing Agency (BT&H), CARB, and the Air District, and with the full involvement of the COGs.

- This coalition should work to reduce the negative impacts of AB 32/SB 375.

This would include amending AB 32 and SB 375 to better fit the rural context, and looking at rules and standards related to AB 32 and SB 375 as they affect the economy.

- Within six months, determine if and how the Council and the Valley will set GHG targets.

Communications & Organization

The COG Directors envisioned that in a year, communications between the Policy Council and the COGs would be greatly improved. Specifically, within 12 to 24 months:

- COGs should be receiving clear direction from the Policy Council on a more focused agenda

- COGs should be consulted with and informed by the Policy Council
- There should be more communication and coordination between the Policy Council and all related boards

Reflective of this, the Policy Council also envisioned that:

- By the end of this year, the Policy Council should be clear on its role and the supporting roles of the COGs; and this should be communicated to COGs and local jurisdictions

Advocacy for the Valley

Finally, several people suggested that the Policy Council continue advocacy work in Sacramento and Washington D.C., but in a more organized and efficient manner, strengthening its position as the Valley's voice, particularly in transportation.



Image from Flickr user Omar Omar. License info <http://creativecommons.org/licenses/by/2.0/deed.en>.

ORGANIZATION STRUCTURE OF THE POLICY COUNCIL

This section of the meeting examined how members of the Policy Council felt about the organization of the group and what changes they may want to make to better fit the organizational structure to the work plan just outlined. The discussion started with areas of agreement distilled from the pre-meeting interviews.

A few Policy Council members emphasized that they already have too much communication: their informational “critical mass” has been reached. Others agreed that narrowing the focus of the Policy Council would increase the chance of accomplishing something; therefore, the sheer amount of communication should also narrow. So far, members noted, the Blueprint was the only topic of shared (local/Policy Council) communication.

The Policy Council is in its infancy, but is moving in the right direction. Members like the consensus-building style and the equal voting power of every member, regardless of the population of their jurisdictions. Gaining consensus and then advocating these positions at the State and Federal level is an effective way for Counties to gain legislative attention and funding. However, the group acknowledged that there is a lack of effective communication between the Policy Council and the Partnership, the COGs, and other related bodies such as the Air District and San Joaquin Water District. Some members also expressed a sense of frustration with the pace of action, and wondered, “What do we really do?”

As a result of this discussion, it was suggested that the Council might have an annual agenda-setting workshop to set the course for the following 12 to 24 months. This might include setting the calendar for meetings and subcommittee meetings (if needed). The resulting plan showing priorities and direction could then serve as the basis for direction to COGs for their focus for the coming year.



The group was asked: Is there another kind of organizational structure that would better serve to reach the stated goals? The idea of fundamentally changing the Policy Council structure was met with hesitation; some members highlighted that because the group was still only a few years old, it had yet to achieve stability.

The Policy Council discussed three options for the future organization of the group.

- A more efficient and improved version of the current model, deemed a “confederation of volunteers,” at least in the short term
- A stronger, Joint Powers Authority (JPA) form of organization such as the Association of Bay Area Governments (ABAG) or Southern California Association of Governments (SCAG); it was not clear on whether such a “Super-COG” would supplant the County COGs or be in addition to them, leading to some concern about the dilution of local control
- Some sort of functional hybrid, possibly serving to bridge the gap between the current model in the short term and a “Super-COG” in the long term

At the end of this discussion, it was the consensus of the group to continue with the current organizational structure, while exploring other models. See Appendix B for a discussion of different models of regional planning organizations.

Relationship of the COGs to the Council

As part of the discussion on organization and communication, the group explored the relationship of the COGs to the Policy Council. Procedurally, the COGs strongly supported the role of the Policy Council as the voice for the San Joaquin Valley. On a day-to-day organizational level, the COGs reiterated the need for members of the Policy Council to share their positions with their COG directors before anything is written.

Currently COG executive staffs inform the Policy Council on technical issues; they handle front-line day-to-day issues at the County level. COG directors can bring issues to the COG Boards, which are then forwarded to the Policy Council. With regard to policy and direction, COG directors need access to the Policy Council members to give input before the Policy Council makes decisions. Adequate and expedient timing is a major issue among COG directors, because more direct communication of Valley-wide policy decisions ensures that COG directors give and get information everyone needs for further decision making.

Currently, there is a significant disconnect between the Policy Council and the COG boards; the Boards are not aware of the direction or activities of the Policy Council. Similarly, COG directors need the Policy Council to be more avail-

able and responsive, especially for questions of Valley-wide policy. What is needed is a two-way system of communication and support so that COG directors can “sound the alert” on important issues, and can understand the policies and agendas set forth by the Policy Council. This would allow both bodies to act more quickly when needed.

On a practical level, the Policy Council should drive the regional agenda, and should inform all of the COG directors of Policy Council meetings and the issues to be discussed, as well as decisions taken.

Further, the relationship between the Policy Council and the COGs should be strengthened: Both the Policy Council and the COG directors agreed that Policy Council members should be clear about where they want their staff (COG staff) to help. COGs can take action at the County level, and the COGs have adequate staffing; but they need more clear direction, a stronger voice, and a clear vision at the regional level from the Policy Council.

This reinforced the idea of an annual workshop where the Policy Council would set its agenda and calendar for the coming 12 to 24 months. With a clear agenda at the Council level and then communicated to the COGs, COG directors would have more clarity in short- and long-term areas of focus.

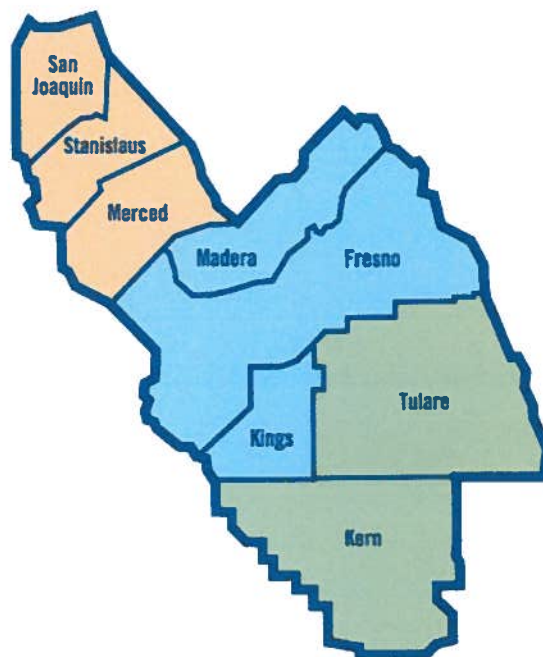


Image from CA Air District: www.valleyair.org/general_info/aboutdist.htm

THE POLICY COUNCIL AND THE PARTNERSHIP: WORKING TOGETHER

Pete Weber, a public observer of the workshop, took a seat at the table for the discussion about the Policy Council's current and future working relationship with the Partnership. Mr. Weber stated that the Partnership was beginning to work on an update to its Valley-wide policy document (Strategic Action Proposal 2006), and invited members of the Policy Council to contribute their expertise in transportation (and future applications in land use and housing) to this revision. A number of Policy Council members supported this idea, but also proposed that the Policy Council should have input into the water and air sections of the Partnership's updated Blueprint. See Appendix C for the Transportation and Land Use sections of the 2005 Partnership report.

It was proposed that the Policy Council identify what exactly it does best, and what should be handled by the Partnership. Following this, COG executive directors should negotiate a Memorandum of Understanding (MOU) with the Partnership to identify areas of focus for the two bodies to ensure no overlap or duplication of efforts.

The Policy Council was mildly supportive of several near-term steps to increase communication and integration with the Partnership. One Policy Council member suggested that at the next Policy Council meeting, the group should review

the Partnership's transportation goals to determine “where we've been, where we are and where we need to go.”

Another Policy Council member supported the concept, but proposed that COG staff should prepare a report on the 2005 Partnership transportation goals for Policy Council perusal. This report would address questions including: What is in the 2005 Partnership plan? What has been accomplished? What is in the update so far? What are staff recommendations for other items that should be in the update?

Another proposal was to have the Policy Council reserve time at its quarterly meeting to hear what the Partnership is doing. Reports could be provided by one of their own members who is also on the Partnership, or by another Partnership member.

The representative from the Partnership agreed that the Partnership will inform the Council on issues being considered, and will send each participant the Partnership's 2009 Annual Report. Finally, Mr. Weber noted that the Partnership would like to see private representatives on the Policy Council.

SUMMARY OF OUTCOMES

Policy Council members agreed that their main areas of focus are transportation, land use, Implementing AB 32/SB 375, and advocating for the Valley at the State and Federal levels.

The Policy Council will take a supporting role – collaborating, communication, and cooperating – in the areas of air quality, water sourcing and distribution, partnering for funding for inter-county projects, and sponsoring studies to enable implementation of plans.

Specific projects the Council would like to complete in the next 12 to 24 months are listed in more detail above; generally, these projects are in the areas of Valley-wide transportation, implementing Blueprint projects, preserving agricultural land through various means, and driving the agenda on implementation of AB 32/SB 375. In addition, the Council wants to become more efficient in its advocacy and more communicative with the COGs and other Boards related to valley-wide issues.

While the Policy Council was not ready to move to a new model immediately, members are open to finding an organizational structure that provides them more authority, clarity in their work plan, and better communication with other bodies.

The Council is the de facto Transportation Working Group for the San Joaquin Valley Partnership. Members would like to have more input into Partnership plans, and be more informed about the Partnership's future directions and agenda.

RECOMMENDATIONS

In support of the desired outcomes identified at this workshop, the following specific actions are recommended for implementation within six months of the Workshop.

- Hold a full-day Policy Council retreat to determine specifically, within the areas of focus, what the Policy Council wants to accomplish in the next 12-24 months.
- Distribute the resulting work plan and agenda to the COG Directors and the Partnership. Work with the COG Directors to align County-level actions with the Policy Council work plan.
- Calendar a year's worth of Policy Council meetings, and distribute the calendar to all Council members and COG Directors, as well as the Partnership and other related boards.
- Establish an MOU with the Partnership clearly outlining the Policy Council's role as the Transportation Working Group, as well as which areas each group will lead or support, and how the two groups will communicate with each other. As part of this, request that the Partnership send agendas of upcoming meetings to all Policy Council members and COG directors.
- As part of each meeting, include an agenda item for an update on Partnership activities, to be delivered by Policy Council members who are also Partnership members. If none are available, invite a Partnership member to attend the Policy Council meeting in person or by phone for this purpose.
- Determine if subcommittees would be an effective way to cover more ground between quarterly meetings. Determine which of these meetings could be conference calls or web conferences rather than in-person meetings.
- Research alternative structures for regional governments that would fit the Valley, and revisit the issue at next year's annual agenda-setting meeting.
- Direct COG Staff to prepare a report on the 2005 Partnership transportation and land use goals, in order to update the Council on what has been planned and what has been accomplished.
- Based on this review, provide input to the transportation and land use sections of the upcoming Partnership Strategic Action Plan update.

APPENDIX A: WORKSHOP ATTENDEES

Following is a list of people who attended the workshop on March 26, 2010.

County	First	Last	Title	Organization
Fresno	Barbara	Steck	Deputy Executive Director	Fresno COG
Fresno	Judy	Case	Supervisor, District 4	County of Fresno
Kern	Cheryl	Wegman	Alt	City of Wasco
Kern	Sam	Ramirez	Councilmember	City of Delano
Kern	Ronald	Brummett	Executive Director	Kern Council of Governments
Kern	Michael	Rubio	Supervisor	County of Kern
Kings	Sid	Craighead	Councilmember	City of Avenal
Kings	Terri	King	Executive Director	Kings Co. Association of Governments
Madera	Steve	Mindt	Councilmember	City of Madera
Madera	Patricia	Taylor	Executive Director	Madera Co. Transportation Commission
Merced	Bill	Spriggs	Mayor	City of Merced
Merced	Marjie	Kirn	Deputy Executive Director	Merced County Association of Governments
Merced	Jesse	Brown	Executive Director	Merced County Association of Governments
Merced	Mike	Nelson	Supervisor/District 3	County of Merced
San Joaquin	Andy	Chesley	Executive Director	San Joaquin Council of Governments
San Joaquin	Rudy	Dhaliwal	Mayor	City of San Joaquin
San Joaquin	Ann	Johnston	Mayor	City of Stockton
San Joaquin	Chuck	Winn	Mayor (Alt)	City of Ripon
Stanislaus	Vince	Harris	Executive Director	Stanislaus Council of Governments
Stanislaus	Jeff	Grover	Supervisor	County of Stanislaus
Tulare	Paul	Boyer	Councilmember	City of Farmersville
Tulare	Ted	Smalley	Executive Director	Tulare County Association of Governments

In addition, these people also attended:

San Joaquin Valley Partnership - Pete Weber, Stacie Dabbs

Caltrans - John Gedney

San Joaquin Valley Air Pollution Control District - Tom Jordan

APPENDIX B: REGIONAL GOVERNMENTS – CASE STUDIES

OVERVIEW AND BACKGROUND

The San Joaquin Valley is one of California's largest and fastest growing regions. It covers eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Each of these counties is represented by a council of governments (COG), which in the case of San Joaquin Valley, also serve as the federal metropolitan planning organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). Given the breadth and depth of challenges facing the San Joaquin Valley, and the limited availability of local, state, and federal resources, regional collaboration is essential to improving quality of life for Valley residents.

In 2006, the eight COGs came together to create the San Joaquin Valley Regional Policy Council (Policy Council), a regional advisory body that provides guidance on inter-regional policy issues, seeks to build regional consensus, represents the San Joaquin Valley at public forums, and advocates on behalf of the San Joaquin Valley at the state and federal levels. The Policy Council is made up of two representatives, one county supervisor and one elected city official, from each of the eight COGs in the San Joaquin Valley. The Policy Council has no regulatory authority, but its major activities have included participation in the development of the *San Joaquin Valley Blueprint* and "Valley Voice" lobbying trips to Sacramento and Washington D.C. Thus far the Policy Council has largely relied on existing agency staff for financing, data, and policy expertise. As the Policy Council has grown in visibility, and seeks to become more effective in representing the interests of the San Joaquin region, its members have begun to explore potential structural and operational changes.

This memo seeks to inform those potential changes by highlighting case studies of existing regional and inter-governmental partnerships, with a focus on regional transportation planning entities. It is important to recognize, however, that the San Joaquin Valley is a unique region with its immense geographic scope, largely rural and agricultural character, and diversity of economic, social, and transportation challenges. The Policy Council should be cognizant of this and be careful when applying other organizational models to the San Joaquin region. In other words, there is likely not a "perfect" organizational case study for the San Joaquin Valley. Rather than attempt to offer an "ideal" model, this memo presents a simplified spectrum¹ of regional planning and advisory bodies from which the Policy Council can potentially appropriate specific structural and governance elements. The memo presents three case studies organized into three general categories:

- "Enhanced" coordination agency: Consensus-building entity that seeks to unify a region's collective resources, but with a limited implementation role.
- "Super" COG/MPO: Multi-county COG/MPO that administers/monitors regional plan(s) developed in conjunction with local jurisdictions, provides a forum for regional collaboration, obtains and allocates resources, and provides information.
- "Authoritative" agency: Regional body that has statutory authority to develop regional plan(s) and oversee implementation.

ENHANCED COORDINATION AGENCY

How might this case study be applicable to the Policy Council?

The Policy Council is currently a volunteer advisory body with limited authority and resources. One option for restructuring the Policy Council would be to formalize its current coordination and advocacy activities, but also enhance them with dedicated staffing resources that could offer additional technical and regional planning assistance to the eight COGs. This type of regional body would likely not be a dramatic overall, but the degree to which such a regional body is formalized (i.e. integrated within existing planning structures) would depend on the ultimate objectives of the Policy Council.

The case study below highlights the King County Subarea Transportation Boards in Washington's King County. While the greater Seattle region differs dramatically for the San Joaquin Valley, this case study does offer some ideas about how the Policy Council might:

- Formalize its advocacy and collaboration efforts
- Enhance its resources
- Organize its Board structure to increase participation from other regional agencies and coalitions
- Develop an annual work program
- Use annual dues to secure commitment and resources from member agencies

Case Study #1: King County Subarea Transportation Boards

What is it?

The King County Subarea Transportation Boards are advisory organizations of government leaders designed to address transportation issues affecting communities located in King County. There are three such transportation boards, each covering a different geographic subarea of King County:

¹ Adapted from: Benjamin G. Hitchings (1998). "A Typology of Regional Growth Management Systems," *The Regionalist*, Volume 3, Numbers 1/2. Accessed at www.narc.org

ITEM 7

- Eastside Transportation Partnership (ETP)
- South County Area Transportation Board (SCATBd)
- Seashore Transportation Forum (SeaShore)

The three boards were formed in the late 1980s and early 1990s by Interlocal Agreements in an effort to coordinate transportation planning in King County. The primary mission of each board is to “provide forums for sharing information and building consensus to solve common transportation problems.” Over the years, however, each board has undertaken more specific planning efforts, such as a regional transportation study by the ETP, development of the south county elements of the Regional Transit Authority’s (RTA) “Sound Move” plan by SCATBd, and the development of the King County Metro Transit Six Year Plan by SeaShore.

Who is represented?

The three boards are housed in the transportation department of King County in Washington, but its members include elected officials from King and Snohomish Counties and local municipalities. The elected officials, in addition to a representative to the Washington State DOT, make up the voting members of the three boards. The boards also include non-voting members from several coalitions, as well as other transportation and government agencies, including: the Transportation Improvement Board, Puget Sound Regional Council (the region’s COG/MPO), Sound Transit, State Transportation Commission, Eastside Transportation Association, Eastside Transportation Choices Coalition, SeaTac, and the Port of Seattle. Each member agency or jurisdiction must contribute nominal annual dues (\$100 per voting member). These dues are largely seen as a symbolic commitment to the boards.² Each board meets once a month.

What are the primary responsibilities and programs?

The majority of the boards’ current activities are focused on regional coordination, information sharing, education of elected officials, agency and project monitoring of implementation, and advocacy for King County transportation priorities. Each board develops an annual work program which guides its activities and resource allocation. For example, the ETP 2008 Work Program covered four major programs:

- **Implementation:** Monitor implementation of transit, freeway, and bridge projects
- **Planning:** Update ETP plan and priorities, provide input on Metropolitan Transportation Plan and State Transportation Plan, and monitor WSDOT, Port, PSRC and Transportation Commission activities
- **Funding:** Identify priority projects and programs for funding opportunities, provide input to 2009 federal reauthorization, monitor transportation pricing issues, and identify local transportation needs

- **Education/Advocacy:** Provide input during the state legislative session, monitor Governor’s Climate Change Action Team, coordinate with other subareas, and advocate for projects or programs that advance approaches of transportation pricing

Advocacy is one of the primary activities of all the boards, but there is no formal “lobbying” program. Instead, the boards will often arrange ad hoc meetings between board members and legislators. Other advocacy activities have included a legislator breakfast and presentations by board members to key regional transportation committees.

What is the Board structure?

Each elected official representing a city or county has one vote, and the Washington State Department of Transportation has one vote. All other members are non-voting members.

What is the Committee structure?

The three boards do not have standing committees, but a number of ad hoc committees have been created over the years to address major issues. For example, ad hoc committees have been created to develop the annual legislative program or to develop a set of recommendations to regional and local transit service providers.

What are the staffing levels?

The King County Subarea Transportation Boards are staffed by King County Department of Transportation. King County has recognized the value of the advisory boards in enhancing regional collaboration, informing local elected officials, and advocating for regional priorities³. As a result, the boards have one full-time staff member to coordinate and manage the boards’ activities. In addition, each member jurisdiction must provide staff on a bi-weekly basis for the purposes of developing board agendas and addressing board technical needs.

Additional Information

www.kingcounty.gov/transportation

SUPER COG/MPO

How might this case study be applicable to the Policy Council?

The Policy Council represents an enormous eight county region in the San Joaquin Valley with a wide range of issues and resources. The Policy Council is currently debating how to effectively manage regional planning efforts, while ensuring that the San Joaquin Valley secures its share of financial resources and allocates them efficiently. Several other large regions in California have faced similar organizational challenges for their government agencies and responded by creat-

² Phone interview with Sally Marks, Office of Regional Transportation planning, April 5, 2010.

³ Phone interview with Sally Marks, Office of Regional Transportation planning, April 5, 2010.

ITEM 7

ing COGs/MPOs that cover multiple counties.

The case study outlined below is defined by a major metropolitan region with different transportation needs and priorities from the Policy Council. Furthermore, this region is defined by a major metropolitan center, while the San Joaquin valley is not. It is also important to note that the SACOG case study is one in which the “super” COG serves as the COG for all of its member counties. In other words, county-level COGs do not exist in the Sacramento region, as is the current case in San Joaquin. On the other hand, Placer and Sutter counties have retained some level of autonomy because they remain as the RTPAs for their respective counties. Whether this model is applicable to San Joaquin would require additional study. Despite all these differences, the case study can inform the Policy Council’s decision to potentially form a “super” COG/MPO and offers an example of how the Council might:

- Provide a variety of technical assistance services to its member agencies
- Develop a weighted voting structure
- Create a structure for advisory committees that involve citizen participation
- Develop a formal legislative program
- Coordinate with other non-transportation regional bodies, such as the air quality board
- Integrate other public agencies into the decision-making process
- Provide staff support

Case Study #2: Sacramento Area Council of Governments (SACOG)

What is it?

The Sacramento Area Council of Governments (SACOG) is an association of Sacramento region county and local governments. SACOG provides the region’s transportation planning and funding, as well as managing the distribution of affordable housing. SACOG also serves as a forum for the study and resolution of regional issues.

Who is represented?

Members of SACOG include the six Sacramento region counties (Yolo, Sacramento, Sutter, Yuba, El Dorado, and Placer) and 22 cities within the region.

What are the primary responsibilities and programs?

SACOG serves as the COG, MPO, and RTPA⁴ for the six-county region. As COG, its responsibilities include regional forecasting and monitoring, management of the Regional Housing Needs Assessment (RHNA), and the development and implementation of regional planning efforts, such as the

2004 Sacramento Regional Blueprint. As the MPO, SACOG is responsible for managing transportation planning and allocation of federal transportation dollars. SACOG’s primary RTPA responsibilities are to adopt a regional transportation plan and to prepare and adopt a regional transportation improvement program.

In addition to its traditional duties, SACOG has several additional planning initiatives:

- Airport Land Use Planning
- Bicycle and Pedestrian Planning
- Development of a Form-Based Code Handbook
- Intelligent Transportation Systems

Furthermore, SACOG provides substantial resources and technical assistance to its member agencies, including:

- Legislative Team, which tracks legislation and helps SACOG implement its annual Advocacy Principles for both the state and federal levels.
- Complete Streets Implementation
 - Complete Streets Coalition, which coordinates outreach and education activities to bring regional focus to completing the streets.
 - Web-based Walkability Audit
 - Online bicycle trip planner
 - Online resources and presentations
- Sacramento Emergency Clean Air & Transportation (SECAT) Program: Partnership between the Sacramento Metropolitan Air Quality Management District (SMAQMD) and SACOG, which is designed to reduce harmful emissions from on-road heavy-duty vehicles operating in the region.
- Mapping Center, which coordinates regional mapping services, provides a GIS Clearing House, and GIS Cooperative
- SACOG Information Center
 - Fact Sheets
 - Population and Housing Estimates
 - Census Data
- SacRegion511
- I-PLACE3S: Software tool that provides a web-based platform from which to communicate ideas, store data, and analyze potential planning outcomes.
- Civic Engagement
 - Staffing technical assistance
 - Direct grants for local planning efforts
 - Educational materials: Educational Videos and Powerpoint Presentations; Photo Simulations; Planning and Transportation Improvement Photo Database; Visual Simulation (3D) Planning
- Publication Center

⁴ El Dorado County Transportation Commission (EDCTC) and the Placer County Transportation Planning Agency (PCTPA) serve as the RTPAs for these counties.

What is the Board structure?

The SACOG Board of Directors is made up of 31 voting members, 1 ex-officio member from the local Caltrans district, and the SACOG Executive Director. Each member county is entitled to 1 Board Member, except Sacramento County which has 3, who must be a County Supervisor. Each member city is entitled to 1 Board Member, except the City of Sacramento which has 2, who must either be a mayor or city councilmember.

SACOG voting is weighted. In order for an action to be taken by the Board it requires an affirmative vote in each of three categories:

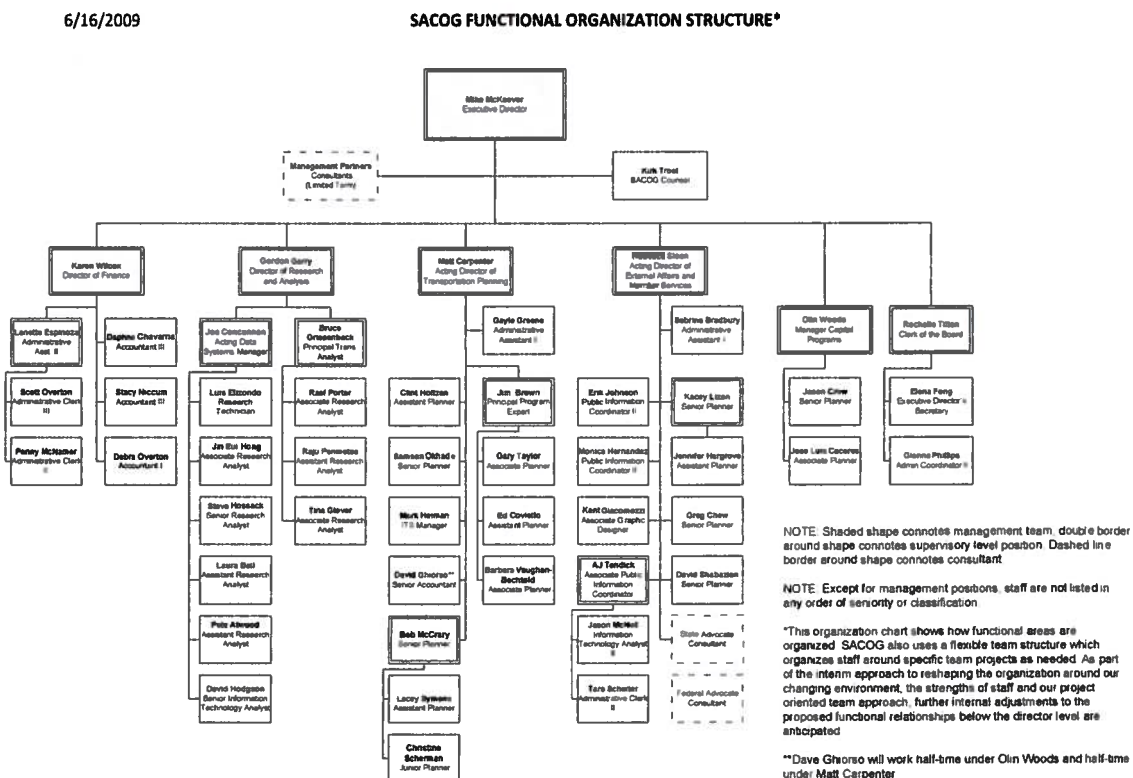
- **Population:** Each Director's vote is counted as the total population of the appointing agency. Because Sacramento City and County have multiple Board members, the population total is divided equally among the voting members.
- **Member Cities:** Each Board Member gets one vote, except Sacramento Board Members which get two. For an action to pass there must be a majority of support.
- **Member Counties:** Each Board Member gets one vote, except Sacramento Board Members which get three. For an action to pass there must be a majority of support.

What is the Committee structure?

SACOG has three types of committees, which help to shape SACOG's planning and policy efforts, as well as help inform Board decisions.

- **Board Committees:** Transportation, Land Use and Housing, Climate, Government and Public Affairs, and Strategic Planning
- **Advisory Committees:** SACOG advisory committees are used as a means of obtaining advice from citizens, key interest groups in the community, and partner planning agencies. Typical representation includes representatives of citizens' advocacy groups, the private sector, major colleges and universities, transportation management professionals, and private citizens.
 - Airport Planning
 - Bicycle and Pedestrian
 - 5310 Regional Evaluation
 - Goods Movement
 - Planning Directors
 - Public Participation
 - Regional Planning
 - SACMET Travel Demand Model
 - Sacramento Emergency Clean Air and Transportation (SECAT) Air Quality Policy and Technical

Figure 1. SACOG Organizational Chart



- Social Service Transportation
- Transit Coordinating
- TDM
- Ad Hoc Committees: ADA Compliance, Community Design Grant Review, and Sacramento Region Intelligent Transportation Systems Partnership

What are the staffing levels?

SACOG has an Executive Director and several program directors. Overall staffing level is around 50 people divided among finance, research and analysis, planning, external affairs and member services, capital projects, and administration. See the organizational chart below for more information.

Additional Information

www.sacog.org

AUTHORITATIVE AGENCY

How might this case study be applicable to the Policy Council?

The case study below is of Portland Metro, an admittedly unique regional governance structure in which an elected regional body has local land use control and provides specific services outside the realm of transportation. While such an “authoritative” structure is likely beyond the scope of the Policy Council’s ambitions, the Portland Metro case does offer perhaps the best example of how a single body can affect regional control over land use and transportation. Once again, there are elements of Metro which the Policy Council might seek to study further, such as:

- A governing council organized by district, not county
- Committee structure and citizen involvement process
- Development of a data resource center for member agencies and the public at large

Case Study #3: Portland Metro

What is it?

Metro is the only directed elected regional body in the United States. Metro began its operation in 1979 and serves as the MPO for the greater Portland metropolitan region. Unlike most MPOs and regional transportation planning agencies, Metro has direct land use regulatory control.

Who is represented?

Metro represents the Clackamas, Multnomah and Washington counties plus the 25 cities in the Portland metropolitan region.

What are the primary responsibilities and programs?

Metro primary responsibility is land use and transportation planning for the region. Metro has developed the key regional plans, including the Regional Urban Growth Goals and Objectives, 2040 Growth Concept, The Future Vision, Regional Framework Plan, and Regional Transportation Plan. Metro also plays a significant role in managing the region’s natural resources and providing regional services, such as:

- solid waste disposal system
- operation of regional facilities
- acquisition and management of a system of parks and open spaces
- planning and response coordination for natural disasters
- managing sustainability initiatives
- Data Resource Center

Metro has also been given the authority to raise funds through voter-approved revenue sources such as a property tax, sales tax, or income tax. Metro’s fiscal duties also include pass-through grantmaker, not only managing the flow of all transportation planning funds, but also redistributing dollars collected from local bond measures and managing smaller grant programs.

What is the Board structure?

Metro is governed by a region-wide Council president and six Councilors who are elected by district every four years in nonpartisan races. The president presides over the council, sets its policy agenda and appoints all members of Metro committees, commissions and boards. The Councilors represent distinct sub-regions and local municipalities, but strive to focus on issues that cross district boundaries and build regional solutions. The Council is also responsible for developing long range regional plans and approving regional funding measures. Portland Metro also has an elected Auditor, whose role is to conduct performance audits.

What is the Committee structure?

Metro has a number of committees that are crucial in helping to guide policy decisions and planning efforts. They are also a primary mechanism by which Metro solicits input from citizens and community groups. The size of each committee and citizen representation varies by the type and purpose of each committee. Many committees also have sub-committees. Outlined below is a summary⁵:

- Metro Policy Advisory Committee: 28-member charter-mandated committee of local government representatives and citizens who consult on policy issues, especially those related to services provided by local governments. Three citizen members.

⁵ From Portland Metro website: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=311>

ITEM 7

- **Metro Technical Advisory Committee:** 37-member committee of planners, citizens and business representatives that provide detailed technical support to MPAC. Three citizen members.
- **Joint Policy Advisory Committee on Transportation:** JPACT is a 17-member committee that provides a forum of elected officials and representatives of agencies involved in transportation needs in the region.
- **Transportation Policy Alternatives Committee:** TPAC is a technical committee that supports JPACT with input on transportation planning priorities and financing alternatives. Six citizen members.
- **Regional Travel Options Subcommittee:** Subcommittee of TPAC that makes recommendations about planning, funding and implementation of the regional travel options program. Four citizen members.
- **High Capacity Transit Subcommittee:** The subcommittee is charged with reviewing public input and technical analysis to provide guidance and consensus-based recommendations that reflect the interests and priorities of local jurisdictions through the High Capacity Transit System Plan process.
- **Metro Committee for Citizen Involvement:** MCCI is a 20-member citizen committee assisting in the develop-

ment, implementation and evaluation of Metro's citizen involvement activities. All members are citizens.

- **Natural Areas Program Performance Oversight Committee**
- **Metro Solid Waste Advisory Committee:**
- **Smith and Bybee Wetlands Management Committee**
- **Reserves Steering Committee**

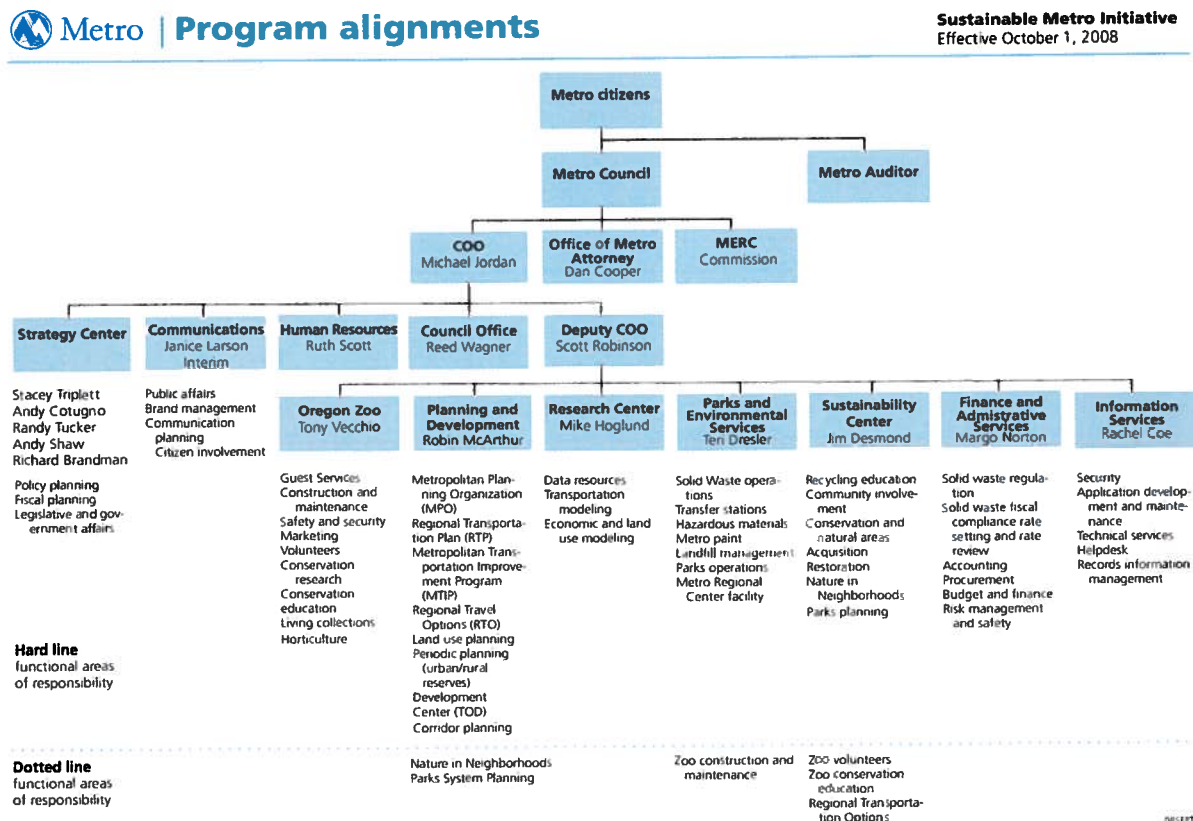
What are the staffing levels?

Given the number of planning program and service activities, it is not surprising that Metro has a large staff to support its work. The Council appoints a chief operating officer who oversees a workforce of more than 1,600 employees. See the chart below for more information.

Additional Information

www.oregonmetro.gov

Figure 2. Portland Metro Organization Chart



SUMMARY OF CASE STUDIES

This memo provides three case studies of regional bodies, with varying degrees of responsibilities, authority, and resources. There are hundreds of other regional bodies across the country which might be applicable to the Policy Council, but these were chosen because they offer a range of ideas from which the Policy Council can draw from as it moves forward with deciding its future role in the region. These agencies are not a perfect fit, but they showcase what is possible and highlight certain elements that might enhance the Policy Council's ability to coordinate the eight COGs and advocate on their behalf.

Finally, for additional information on regional governance as it pertains to COGs/MPOs, please refer to the following organizations and websites:

- National Association of Regional Councils (NARC) serves as the “national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC’s member organizations are composed of multiple local governments that work together to serve American communities - large and small, urban and rural.” www.narc.org
- Association of Metropolitan Planning Organizations (AMPO) is a “nonprofit, membership organization established in 1994 to serve the needs and interests of MPOs nationwide.” www.ampo.org
- The Association of Bay Area Governments (ABAG) is the COG for the nine county Bay Area. It also lists all of the MPOs/COGs in the country. www.abag.ca.gov
- A statewide map of California MPOs and RTPAs can be found at the web site for Caltrans’ Office of Regional and Interagency Planning: <http://www.dot.ca.gov/hq/tpp/offices/orip/>.

APPENDIX C: SAN JOAQUIN VALLEY PARTNERSHIP

STRATEGIC ACTION PROPOSAL, OCTOBER 2006

Following are excerpts from the Partnership Strategic Action Proposal covering goals, objectives, and actions in two areas: Transportation; and Land Use, Agriculture, and Housing.

The full report can be found at http://www.sjvpartnership.org/uploaded_files/fck/Partnership_SAP.pdf

Transportation

Mission

Build innovative transportation systems to increase travel choices and improve mobility, regional and state goods movement, air quality, and economic prosperity.

Indicators: Increase in mobility (through-put and velocity). Increase in quality rating of roadway conditions. Decrease in vehicle hours of delay. Increase in transit availability. Increase in goods movement productivity. Increase in safety. Increase in transit availability and alternative mode trips. Decrease in percentage of single-occupant-vehicle trips. Increase in investments in Highway 99 corridor consistent with the Enhancement Master Plan and Business Plan Elements, including improvements to roadside rest stops consistent with GreenStop® concept. Increase in deployment of intelligent transportation systems (ITS) technology.

Immediate Actions (First Year)	Short-Term Actions (2-3 Years)	Intermediate Actions (4-6 Years)	Long-Term Actions (7-10 Years)	Responsible Implementer
Goal 1: Implement a universally-accepted Route 99 Corridor Master Plan (Enhancement and Business Plan Elements) for the 274-mile section within the San Joaquin Valley as a leading economic development strategy.				

Objective A: Improve Highway 99 to freeway standards to increase safety.

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 improvement projects. Secure appropriate complementary investments from local self-help measures. Identify other prospective funding sources. 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.	Produce a State of the Corridor report to assess progress and update Master Plan as needed. Secure requisite remaining funding. Complete construction of safety improvements consistent with the Master Plan. Report results in the Annual Progress Reports and at Annual Summits.	Department of Transportation, including Districts 6 and 10 (Caltrans), CTC, COGs, U.S. Department of Transportation Federal Highway Administration (FHWA), Local Governments, Highway 99 Task Force
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Objective B: Increase Highway 99 capacity which will result in improved mobility and reduced congestion, while protecting environmental resources and fostering economic vitality.

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 Summits.	Continue construction of capacity improvement projects. Secure additional funds to complete capacity improvements. Report results in the Annual Progress Reports and at Annual Summits.	Produce a State of the Corridor report to assess progress and update Master Plan as needed. Secure requisite remaining funding. Complete construction of capacity improvements consistent with the Master Plan. Report results in the Annual Progress Reports and at Annual Summits.	Caltrans, CTC, COGs, FHWA, Local Governments, Highway 99 Task Force
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Objective C: Create a San Joaquin Valley Route 99 Corridor identity.

Memorialize support of the Master Plan as above. Work with CTC, Caltrans and COGs to integrate the Master Plan Enhancement Element into safety and capacity projects. Begin development of the Highway 99 identity components, including branding logos, signage, rest stops, landscaping, community gateways and soundwalls.	Begin implementation and construction of identity components of the Enhancement Element, including branding of Highway 99 with signage and improvement of a rest stop to prototype the GreenStop® concept.	Inventory enhancements completed and planned. Identify additional opportunities to improve corridor identity and establish "best practice" library.	Complete implementation and construction of identity components of the Enhancement Element. Report results in the Annual Progress Reports and at Annual Summits.	Caltrans, CTC, COGs, FHWA, Local Governments, Highway 99 Task Force
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Immediate Actions (First Year)	Short-Term Actions (2-3 Years)	Intermediate Actions (4-6 Years)	Long-Term Actions (7-10 Years)	Responsible Implementer
Objective D: Build an ongoing coalition of civic leaders to support improvements to the Highway 99 corridor.				
Continue working sessions focused on Enhancement Master Plan Element and Business Plan Element implementation. Initiate convening and work of the Highway 99 Master Plan Advisory Committee under development by Caltrans Districts 6 and 10. Monitor interstate negotiations.	Using Route 99 Improvement Guide, GVC, May 2004, engage and educate local elected officials and staff in the benefits of corridor-adjacent land use policies, viewshed enhancement, and other enhancements. Continue to monitor interstate negotiations facilitating consensus and consent as appropriate.	Inventory enhancements completed and planned. Identify additional opportunities to improve corridor identity and establish "best practice" library.	Expand efforts to other corridors, as appropriate.	Caltrans, CTC, COGs, FHWA, Local Governments, Highway 99 Task Force
Goal 2: Improve safety and capacity of vital east-west corridors.				
Objective A: Support construction of projects to improve safety and capacity of vital east-west corridors.				
Organize and convene a work group within the Regional Blueprint Plan process to identify and prioritize projects to improve safety and capacity of vital east-west corridors. Prepare a report and recommend actions.	Prepare a region-wide plan for improving safety and capacity of vital east-west corridors. Develop a funding and financing plan. Begin construction of critical projects.	Identify and secure funding. Begin construction of priority projects.	Continue construction of priority projects. Evaluate results and determine longer-term actions.	COGs, Caltrans, CTC, Local Governments
Objective B: Incorporate plans for improving east-west corridors into Regional Blueprint Plan.				
Complete above action.	Determine the appropriate land use patterns associated with the improved safety and capacity. Incorporate the priority east-west corridor projects into the Regional Blueprint Plan, Regional Transportation Improvement Plans, and county and city general plans.	Continue to evaluate impact of project improvements on expected outcomes of the Regional Blueprint Plan.	Incorporate longer-term actions into Regional Blueprint Plan.	COGs, Caltrans, CTC, Local Governments
Goal 3: Improve goods movement within the region to increase economic vitality, traffic safety, and mobility.				
Objective A: Increase benefits to the San Joaquin Valley from goods movement through a "goods movement enhancement system" specific to the region.				
Identify stakeholders to participate with Business, Transportation and Housing Agency (BTH) and California Environmental Protection Agency (Cal/EPA) in developing regional goods movement plan specific to the San Joaquin Valley to be integrated into the overall state Goods Movement Action Plan.	Complete the San Joaquin Valley Goods Movement Action Plan. The plan should address all relevant modes of goods movement including, but not limited to, truck, rail, and air.	Develop a business plan that identifies projects and funding strategies necessary to implement the San Joaquin Valley Goods Movement Action Plan. Identify and secure funding and/or investors.	Implement the San Joaquin Valley Goods Movement Action Plan.	BTH, Cal/EPA, Caltrans, CTC, FHWA, San Joaquin Valley Air Pollution Control District, Stakeholders

Immediate Actions (First Year)	Short-Term Actions (2-3 Years)	Intermediate Actions (4-6 Years)	Long-Term Actions (7-10 Years)	Responsible Implementer
Goal 4: Enhance goods movement capacity while increasing safety, decreasing congestion, improving air quality, and promoting economic development.				
Objective A: Accommodate current and future goods movement needs while improving air quality and economic prosperity.				
Initiate through BTH meetings with Caltrans, CTC, California Air Resources Board (ARB) and other appropriate State agencies to determine how to fully utilize the Shafter Intermodal Freight Facility and other rail-dependent projects. Explore and study development of projects such as "Short Sea Shipping" and other innovative technologies.	Identify strategies to improve rail capacity in goods movement. Identify resources to fund research and development on innovative technologies. Coordinate with existing transportation groups, economic development organizations, and the Regional Blueprint Plan process.	Identify and secure funding and/or investors. Implement rail strategies and goods movement pilot projects.	Continue implementation. Assess results and determine longer-term actions.	BTH, Caltrans, CTC, ARB, State Agencies, COGs, Stakeholders
Goal 5: Develop a sustainable region-wide transit system.				
Objective A: Implement a comprehensive and efficient alternative transportation system for intra-regional and inter-regional passenger trips.				
Work with COGs and Caltrans to initiate a planning process for a comprehensive transit system. Coordinate activities with the Regional Blueprint Plan process.	Explore strategic approaches to identifying, preserving and acquiring rights-of-way. Prepare a report and recommended actions. Work with San Joaquin Valley Air Pollution Control District (SJVAPCD) to analyze air quality benefits. Integrate actions into Regional Blueprint Plan.	Develop an action plan, including prioritization of projects. Identify and secure funding sources.	Begin implementation of the action plan and initial project construction.	COGs, Transit Agencies, Caltrans, SJVAPCD, Stakeholders
Goal 6: Transform roadside rest stops into user-friendly amenities that benefit the overall region and host communities.				
Objective A: Improve roadside rest stops amenities and facilities to benefit user safety, facilitate tourism, and educate users about the environment and local communities.				
Request CTC to adopt plan submitted by BTH and Caltrans. Address the regulatory issues regarding designer selection, commercial activity, and interagency partnerships.	Develop a specific work plan. Identify and secure funding. Move project through planning, design, engineering and permitting phase.	Begin implementation of the work plan and construction of improvement rest stops and other amenities.	Continue implementation of work plan and construction or projects. Evaluate results and revise work plan as appropriate. Evaluate impacts on economic development in the region.	BTH, Caltrans, CTC, COGs, California Travel and Tourism Commission, California State Parks, FHWA, Highway 99 Task Force
Goal 7: Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.				
Objective A: Encourage the Regional Blueprint Plan process to integrate land use and transportation planning to improve mobility.				
Establish a formal working relationship with the Regional Blueprint Plan process. Reach agreement on scope of work for identifying and evaluating all strategies to improve mobility through integration of transportation and land use planning and the development of a world-class multi-modal system.	Develop methodology and evaluate impacts on mobility from alternative land use patterns and policies. Determine magnitude of transportation investments to support range of growth projections in Regional Blueprint Plan process. Determine and approve most cost-effective, preferred regional transportation component of the Regional Blueprint Plan.	Continue to monitor land use region-wide and determine impacts on transportation plans and mobility. Determine needed amendments to the Regional Blueprint Plan.	Assess degree to which land use decisions are consistent with Regional Blueprint Plan and the impacts on mobility goals. Determine appropriate changes in both land use and transportation plans to achieve goals.	COGs, Caltrans, Blueprint Regional Advisory Committee, Local Governments

Immediate Actions (First Year)	Short-Term Actions (2-3 Years)	Intermediate Actions (4-6 Years)	Long-Term Actions (7-10 Years)	Responsible Implementer
Objective B: Incorporate into regional transportation plans those actions that support and encourage implementation of the Regional Blueprint Plan.				
Complete above action.	Provide feedback to county transportation agencies and local governments to obtain further input to Regional Blueprint Plan. Develop process and criteria for evaluating transportation projects based on goals, objectives and strategies of the Regional Blueprint Plan.	Work with local governments to incorporate the regional transportation component of the Regional Blueprint Plan into county and city general plans. Prepare an action plan to fund and finance the regional transportation improvements. Develop methods for meeting regional transportation needs and insuring integrity of regional land use plans.	Determine appropriate amendments to regional transportation plans and general plans consistent with above determinations.	COGs, Caltrans, Blueprint Regional Advisory Committee, Local Governments
Goal 8: Improve understanding by public officials and public of the relationship between investments in transportation improvements and economic development.				
Objective A: Develop and implement a system for tracking economic development that results from investments in transportation improvements.				
Work with stakeholders to develop a framework for the system.	Hold "Transportation: A Cornerstone of the Economy" workshop(s) for COGs, economic development organizations, Chambers of Commerce, and other stakeholders. Develop commitment for instituting measurement system.	Issue first report on findings.	Promote continued and more refined tracking of how transportation infrastructure improvements encourage and support economic development.	Great Valley Center, COGs, Economic Development Organizations, Chambers of Commerce, Local Governments
Goal 9: Implement "intelligent transportation system" (ITS) technologies to assist the region in achieving mobility goals.				
Objective A: Integrate ITS into all transportation planning and construction projects.				
Update COGs and Highway 99 Task Force on the status of the San Joaquin Valley ITS Strategic Deployment Plan.	Determine which elements of the ITS Plan should/can be integrated into planned projects.	Develop a work plan for implementing ITS technologies. Deploy ITS best practices and become a model region for use of technology.	Evaluate results and incorporate next generation ITS technology into regional transportation plans.	Caltrans, COGs, Local Governments, Technical Experts
Goal 10: Assure the high-speed rail system, if implemented, supports the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals.				
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the State in meeting transportation goals.				
Identify advocates of the proposed system who also understand the broad range of possible benefits and challenges the project could bring to the region. Engage them in the process.	Monitor progress of the proposal and continue to advocate on behalf of the region.	Develop action plan based on status of high-speed rail system.	Develop longer-term actions based on status of high-speed rail system.	COGs, State Legislators, Congressional Representatives, Local Governments, Stakeholders

Work Group Recommendations

Land Use, Agriculture and Housing

Challenge

In light of the ever-increasing population of the San Joaquin Valley, the growth challenge facing the region is complex. It is necessary to ensure that the growth creates healthy, sustainable cities that provide a wide range of employment opportunities and the amenities that Californians have come to expect, while minimizing impacts on valuable natural resources and important agricultural land.

However, a lack of coordination and certainty hamper positive outcomes. General Plans have not been updated to prepare the region for the projected growth; city and county plans are not necessarily coordinated. The eight Councils of Government coordinate to the extent possible, but report to independent boards and often demonstrate different priorities, making the development of a comprehensive, well planned regional transportation system difficult, if not impossible. State and federal agencies have begun to proactively engage in the region recently, but more collaboration is needed. The availability and use of geographic information systems and computer models is uneven across the region, and no one entity provides data to local agencies and the public. Enormous investments are being made in land in the region, and while developers and investors see opportunity in growth, there is uncertainty about the direction and the “rules” that will guide the development of the region. Further, while the development of housing in the Valley has brought many economic benefits, it also presents several challenges. Although new housing in the region is more affordable for Bay Area and Southern California workers, the demand for housing from the workforce in coastal regions has significantly driven up the cost of housing for long-term Valley residents, ironically making housing affordability for the region a major problem. Further, housing development is taking important agricultural lands out of production, threatening the strength of this economic sector for the region at the same time that there are new frontiers for agriculture in food processing and renewable energy biofuels.

The collaboration among the eight Councils of Government to successfully compete for and secure State funding for the Regional Blueprint Plan is a pivotal process for addressing these problems. It also provides an opportunity for testing new regulatory solutions and models. Preparation and adoption of the Regional Blueprint for sustainable growth is essential for long-term economic prosperity in the San Joaquin Valley.

Scope of Work

- Develop a macro-level concept plan for the San Joaquin Valley by bringing together stakeholders and existing efforts/resources to develop a strategy for integrating related parts of a complex system into a cohesive model for the region. (Great Valley Center will convene a series of workshops with interested groups and stakeholders to develop a plan for integration of local priorities, housing goals, land and natural resources GIS data such as the “Great Places” program and U-Plan Model, and existing local General Plans.)
- Consider the fiscal implications for local government related to land use scenarios. Encourage and support a coordinated Regional Blueprint Plan application and program implementation.
- Develop principles, guidelines, and investment incentives for landowners, developers, and local governments to coordinate their actions on a regional basis.
- Identify legislative and regulatory issues, which if changed or amended, could lead to better, more consistent and predictable outcomes for communities, landowners and investors. (Resources Agency will provide an overview of legislative and regulatory issues.)
- Consider reorganization or consolidation strategies that would aid the region in greater cohesion and collaboration for large-scale regional issues.
- Provide the mechanism for greater availability and use of spatial data by state and local agencies, stakeholders and the public. (ICE at UC Davis and its partners will design a data base for CEQA documents to monitor and assess cumulative impacts of land use changes and development.)
- Ensure the coordination of regional and state agencies to provide the greatest level of efficiency and accomplishment.

APPENDIX D: UPDATE ON STATUS OF PARTNERSHIP TRANSPORTATION GOALS

C = Completed
IP = In Progress
NP = No Progress
W = WIA Grant

Lead Organization(s): Great Valley Center (through June 2009), Central Valley Councils of Government

ACTIONS	STATUS	2009 4th QUARTER REPORT (October–December 2009)	STATUS	2010 1st QUARTER (Jan 1–Mar 31)
Goal 1: Implement a universally accepted Route 99 Corridor Master Plan (Enhancement and Business Plan Elements) for the 274-mile section within the San Joaquin Valley as a leading economic development strategy.	☐ IP		☐	
Objective A: Improve Highway 99 to freeway standards to increase safety.				
Promote adoption of resolutions supporting the Master Plan for Route 99, by counties and cities along the Highway 99 corridor.	IP	San Joaquin Valley Regional Policy Council has endorsed the SR 99 Master Plan; individual Councils of Government (COGs) are currently considering approval/acceptance		San Joaquin Valley Regional Policy Council has endorsed the SR 99 Master Plan; individual Councils of Government (COGs) have also acted on the Business Plan.
Work with Caltrans and the Council of Governments (COGs) to work toward implementation schedule for projects and additional funding.	IP	San Joaquin Valley COGs are working with Caltrans Districts 6 and 10 to identify potential cost savings from Proposition 1B projects on SR 99; should revised project cost estimates be realized, additional project(s) may be identified on SR 99		San Joaquin Valley COGs are working with Caltrans Districts 6 and 10 to identify potential cost savings from Proposition 1B projects on SR 99; selected new projects are scheduled to be presented to the CTC in June 2010.
Objective B: Increase Highway 99 capacity which will result in improved mobility and reduced congestion while protecting environmental resources and fostering economic vitality.				
Work with Caltrans on progress of interstate negotiation.		Regional Policy Council has taken a position of not pursuing Interstate designation for SR 99		Regional Policy Council has taken a position of not pursuing Interstate designation for SR 99
Monitor development of report on funding needs and financing approaches for Master Plan implementation.		See response to Objective 1A above		See response to Objective 1A above
Objective C: Create a San Joaquin Valley Route 99 Corridor identity.				
Provide oversight, input and act a catalyst to move forward recommendations.		No action has been taken on Objective C		No action has been taken on Objective C
Objective D: Build an ongoing coalition of civic leaders to support improvements to the Highway 99 corridor.				
Convene working sessions of Highway 99 Master Plan Advisory Committee to support Master Plan implementation.		See response to Objective 1A above		See response to Objective 1A above
Provide educational opportunities for elected officials and staff on benefits of corridor-adjacent land use policies.		Regional Policy Council held its annual conference in Fresno Oct 1–2, 2009, with several sessions on this topic		Regional Policy Council will hold its annual conference in Modesto in fall 2010.
Goal 2: Improve safety and capacity of vital east-west corridors. (Assumes timing of Blueprint work is conducive to proposed action items according to the schedule outlined in the Partnership Strategic Action Plan)	☐		☐	

ACTIONS	STATUS	2009 4th QUARTER REPORT (October–December 2009)	STATUS	2010 1st QUARTER (Jan 1–Mar 31)
Objective A: Support construction projects to improve safety and capacity of vital east-west corridors.		San Joaquin Valley COGs submitted a proposal to Caltrans in 2009 for studying east-west corridors focusing on Goods Movement; grant proposal not approved; revised proposal will be resubmitted to Caltrans by March 1, 2010		SJV COGs submitted a proposal to Caltrans in February, 2010 to study east-west corridors focusing on Goods Movement. A favorable response is anticipated from Caltrans.
Work with COGs and Blueprint Regional Advisory Committee (BRAC) to discuss potential safety and capacity improvements vital east-west corridors.				
Work with Transportation Work Group to assist Caltrans in development of East-West Corridor Plan.				
Objective B: Incorporate plans for improving east-west corridors into Regional Blueprint Plan.		See Objective 2A above		See Objective 2A above
With COGs, Work Group will develop appropriate east-west corridor land use patterns to address Blueprint land use goals.				
Goal 3: Improve goods movement within the region to increase economic vitality, traffic safety, and mobility.	☐	See Objective 2A above		See Objective 2A above
Objective A: Increase benefits to the San Joaquin Valley from goods movement through a "goods movement enhancement system" specific to the region.				
Engage Work Group in efforts by Business Housing and Transportation Agency (BTH) and CAL/EPA to develop the San Joaquin Valley Regional Goods Movement Action Plan.	IP			
Goal 4: Enhance goods movement capacity while increasing safety, decreasing congestion, improving air quality, and promoting economic development.	☐	See Objective 2A above	☐	See Objective 2A above
Objective A: Accommodate current and future goods movement needs while improving air quality and economic prosperity.				
Working through BTH, analysis of projects to augment goods movement will be conducted.				
Identification of subgroup of interested stakeholders to identify and prioritize issues and projects to improve goods movement.				
Goal 5: Develop a sustainable regionwide transit system.	☐	Regional Policy Council approved the San Joaquin Valley Express Transit Study in June 2009 and incorporated its findings and recommendations into the Council's Regional Transportation Plan Element	☐	Regional Policy Council approved the San Joaquin Valley Express Transit Study in June 2009 and incorporated its findings and recommendations into the Council's Regional Transportation Plan Element
Objective A: Implement a comprehensive and efficient alternative transportation system for intra-regional and inter-regional passenger trips.				

ACTIONS	STATUS	2009 4th QUARTER REPORT (October–December 2009)	STATUS	2010 1st QUARTER (Jan 1–Mar 31)
Engagement of COGs and Caltrans in planning process for development of a comprehensive and interoperable transit system.				
Goal 6: Transform roadside rest stops into user-friendly amenities that benefit the overall region and host communities.	☐	No action was taken on this Goal	☐	No action was taken on this Goal
Objective A: Improve roadside rest stops amenities and facilities to benefit user safety, facilitate tourism, and educate users about the environment and local communities.				
Monitor BTH progress on regulatory challenges regarding designer selection, commercial activity, and interagency partnerships.				
Goal 7: Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.	☐	San Joaquin Valley Blueprint year 4 activities include transportation/land use model development that may be used as a basis for evaluating urban form/transportation relationships		SJV COGs have contracted for consultant services to prepare a Blueprint Implementation Plan scheduled for delivery in Nov 2010.
Objective A: Encourage the Regional Blueprint Plan process to integrate land use and transportation planning to improve mobility				
Development of methodology and evaluation of impacts on mobility from alternative land use patterns and policies.				
Objective B: Incorporate into regional transportation plans those actions that support and encourage implementation of the Regional Blueprint Plan.	C			
Work with Caltrans to ensure COGs and local governments have assistance in incorporating complimentary land use and transportation plans into the Blueprint.				
Goal 8: Improve understanding by public officials and public of the relationship between investments in transportation improvements and economic development.	☐	San Joaquin Valley Blueprint year 4 activities include public communication and education of transportation/economic development relationships	☐	A SJV Blueprint Summit is scheduled for June. Local elected and planning commission officials are targeted for attendance and participation.
Objective A: Develop and implement a system for tracking economic development that results from investments in transportation improvements.				
Design and organize "Transportation: A Cornerstone of the Economy" workshop and identify "volunteer" communities for implementation.				
Goal 9: Implement "intelligent transportation system" (ITS) technologies to assist the region in achieving mobility goals.	☐	Regional Policy Council did not act on this Goal	☐	Regional Policy Council did not act on this Goal

ACTIONS	STATUS		2009 4th QUARTER REPORT (October–December 2009)		STATUS		2010 1st QUARTER (Jan 1–Mar 31)	
Caltrans and/or COG representative will provide status report to Work group on San Joaquin Valley ITS Strategic Deployment Plan.								
Goal 10: Assure the high-speed rail system, if implemented, supports the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals.	☐	IP	San Joaquin Valley COG directors and Regional Policy Council receive regular status reports on high-speed rail; Regional Policy Council supports HSR implementation in the San Joaquin Valley including construction of the Heavy Maintenance Facility	☐			San Joaquin Valley COG directors and Regional Policy Council receive regular status reports on high-speed rail; Regional Policy Council supports HSR implementation in the San Joaquin Valley including construction of the Heavy Maintenance Facility	
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the State in meeting transportation goals.								
Facilitate updates for Work Group that present benefits and challenges that could result from implementation.								
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter			N/A				N/A	
New funds leveraged during the quarter.			N/A				N/A	

The Regional Small Communities Network –Concept Paper

Mission Statement: The Regional Small Communities Network provides a unified voice to maintain and improve quality of life along with equity for all community members, empower and educate stakeholders, develop, attract and share resources while building capacity.

History: The Small Communities Network (SCN) stemmed from the growing awareness that small cities, unincorporated communities, and service districts in the San Joaquin Valley often face some of the largest barriers to creating sustainable, healthy communities for reasons, which are often not shared by larger cities, but are shared with each other.

In late September, the Federal Reserve Bank, Local Government Commission, and the California Coalition for Rural Housing and professional facilitator Deb Marois organized a working meeting for small rural cities in West Fresno County, including USDA RCDI recipient cities: Mendota, San Joaquin, and Firebaugh. The cities met to discuss the challenges they face as small resource poor cities and identified specific resource sharing strategies that they would like to employ under an official agreement, such as a JPA or MOU. In attendance at the meeting were city staff, local electeds, as well as field reps from U.S. and State representatives' offices. Here the idea of a regional-wide network was born. The first workshop in the series targeted to a valley-wide audience was held in the City of Fowler on November 19th to discuss downtown revitalization in small communities. More than 60 people were in attendance, representing communities from the entire San Joaquin Valley. This fostered interest in forming the Network and the official launch was held on January 28th with more than 70 people in attendance.

What began as a small gathering of local leaders is now a promising network of regional collaboration that has gained momentum throughout the eight counties in the San Joaquin Valley and beyond.

Approach: The approach of the Small Communities Network is multi-pronged, integrating the various needs of rural communities. Its scope ranges from making long overdue infrastructure improvements, building an adequate supply of affordable housing, increasing connectivity via public transportation and sustainably designed downtowns, to facilitating local economic development and job creation.

All small communities face a variety of challenges to their economic viability that are more broad than one area such as business incubation or affordable housing development alone. To create vibrant rural communities, local jurisdictions also need to offer incentives to stimulate local commerce and improve quality of life for all residents. Such improvements include providing adequate infrastructure including a sufficient level of broadband access, foster a well-educated and trained workforce, offer housing for local workers, provide safe and attractive recreational and commercial opportunities that will promote a positive quality of life for workers, but also help maintain an adequate customer base for local businesses.

The goal of the network is to create a united voice to pool resources, carry enhanced political clout, engage regionally in comprehensive community planning while maintaining community culture, and develop appropriate economic development strategies that will ultimately lead to greater equity and quality of life in small communities. Members of the network include city staff and elected officials, business owners, workforce development personnel, planners, members of non-profit and community-based organizations, engaged citizens and representatives for state and federal elected officials.

The Small Communities Network will accomplish its mission by striving towards the following goals, among others:

- Building working relationships amongst other small communities to maximize the sharing of information and transferrable models to take advantage of opportunities to meet goals we share
- Building relationships with TA providers such as California Coalition for Rural Housing, Local Governments Commission, California Partnership for the San Joaquin Valley, Self-Help Enterprises, Great Valley Center, California Association for Local Economic Development
- Empower unincorporated communities so that they: mobilize citizen participation, obtain water and sewer improvements, inspire public and private investment, achieve social equity, access technical assistance to fill the void left by lack of staffing.
- Participate in the development of a long range integrated land use plan covering the region and implementation of that land use plan so that no one community is a burden on any other and resources are used more wisely due to regional planning. Identify and mitigate roadblocks to regionalism during this process.
- Public education on issues affecting small communities.

Among the activities currently underway to accomplish these goals:

- Formation of five working groups based on the 2015 Visioning Exercise completed at the launch meeting. The working groups are:
 - 1. Comprehensive Community Planning and Maintaining Community Culture**
 - 2. Economic Development , Workforce Training, and Education**
 - 3. Creating a Funded, Sustainable Network**
 - 4. Community Representation & Ownership**
 - 5. Building Multi-Level Political Clout**
 - The working groups convene monthly via telephone to:
 - assist in planning of quarterly workshops

- Share best practices and models that work
 - Participate in mini-trainings on legislation affecting their sector, funding opportunities and other immediately applicable “take-homes”
- Subregional Collaborative Sessions amongst geographically clustered cities to strategize about resource sharing
 - The first was held in September 2009 amongst the Cities of Firebaugh, Mendota, San Joaquin and Huron.
 - Another is in the planning stage for Eastern Tulare County communities (Lindsay, Farmersville, Woodlake, and Exeter with the unincorporated communities of Goshen & Ivanhoe)
- Quarterly workshops specifically geared to meeting the community and economic development needs of small communities.
 - November 2009: Downtown Revitalization
 - January 2010: Regional Collaboration (Launch of the Small Communities Network)
 - May 2010 (planned): Small Communities in Regional Land Use and Transportation Planning

Anticipated deliverables for the upcoming year and beyond:

- Establish an online discussion board and information sharing center as a first step for a Rural Resource Center until staffing and coordination are sufficient to create a physical and permanent center.
- Establish a resource center to provide technical assistance to small communities who may not have the capacity or expertise in the following areas:
 - Grant Writing and Management
 - Planning
 - Community and Economic Development
 - Affordable Housing
 - Waste Water Treatment
 - Small Business and Entrepreneurship Support
 - Legislative Advocacy
- Continue to staff working group calls and develop strong leadership within each one.
- Provide quarterly workshops designed for and by Small Communities Network members. Each workshop will provide valuable, immediately applicable knowledge as

well as an opportunity for Network members to reconvene and share progress and dialogue

- Engage members of services districts and unincorporated communities by asking for their participation in working groups and workshop planning and presenting.
- Develop a plan to establish the Small Communities Network as a self-sustaining organization capable of accomplishing its mission.

Collaborators in the Small Communities Network efforts include:

California Coalition for Rural Housing
The Local Governments Commission
Federal Reserve Bank of San Francisco
Office of Community and Economic Development at CSU Fresno (OCED) and the California Partnership for the San Joaquin Valley
San Joaquin Valley Housing Collaborative
California Association for Economic Development
San Joaquin Valley Blueprint/Fresno COG
SmartValleyPlaces



BLUEPRINT EXECUTIVE FORUM

ELECTED OFFICIALS AND EXECUTIVE MANAGEMENT

JUNE 25, 2010

10:00 AM – 3:00 PM

Grand Occasions (??) ~ Fresno

DRAFT Agenda

Joint meeting with Policy Council

- | | |
|---------------|--|
| 10:00 - 11:30 | Regional Policy Council Board Meeting <ul style="list-style-type: none">➤ Review of vision and development workshop➤ Other Agenda Items - TBA |
| 11:30 – 12:00 | Welcome and Introductions, Overview of Meeting
MC/ David Hosley

Overview of Regional Policy Council and Blueprint Planning Efforts
Role of the Policy Council in Blueprint Implementation
Supervisor Rubio, Policy Council Chair |
| 12:00 – 1:00 | Lunch and Keynote Speaker (???)
Sustainable Communities - Making the Blueprint/SB 375 Connection |
| 1:00 – 1:30 | Blueprint Roadmap - Implementation Tools – Mintier Harnish |
| 1:30 – 2:45 | Break-out Session to discuss information presented (broken out by city size) <ul style="list-style-type: none">➤ Discussion of how the blueprint will be implemented at the local level➤ If you build it, will they come?➤ Questions for Policy Council representatives➤ Local blueprint implementation highlights➤ Environment ahead for construction and land conservation |
| 2:45 – 3:00 | Next Steps – Opportunities and Challenges |
| 3:00 | Adjourn |

Possible Speakers:

Steinberg's office: Bill Craven

BIA (SB375 presentation)

Kurt Karperos (ARB)

Henry Gardner, ABAG Executive

Mike McKeever, Director SACOG



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MEMORANDUM

TO: San Joaquin Valley Blueprint Project Managers

FROM: Ted Holzem, Mintier Harnish

DATE: March 19, 2010

SUBJECT: SJVBR - Draft Implementation Program Outline

CC: Barbara Steck, Fresno COG
Tom Webster, Fresno COG
Jim Harnish, Mintier Harnish
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As the first step in preparing the Implementation Program for the San Joaquin Valley Blueprint Roadmap, we are asking Blueprint Project Managers to review and provide input on the attached draft outline. The Implementation Program will create a policy and organizational framework for implementing the adopted Blueprint at the local, regional, and State levels. It is the second part of the three-part Blueprint Roadmap.

We have organized the Implementation Program into six chapters, including: 1) Introduction; 2) Framework for Blueprint Implementation; 3) Strategies for Implementing the Blueprint; 4) Blueprint Education, Leadership, and Community Participation; 5) Monitoring Blueprint Implementation and Success; and 6) Schedule and Milestones for Blueprint Implementation. For the purpose of this review, we are asking that you first evaluate the overall organization of the proposed six chapters. Second, we would like your detailed review and feedback on the proposed contents of the first three chapters. We will be preparing detailed outlines for the final three chapters and asking for your review later in the process.

Proposed Implementation Program Outline (Chapters 1 through 3)

We have organized the first three chapters of the Implementation Program to accomplish three main objectives. First, Chapter 1, Introduction will provide a preamble to the program, describing its intended use, how it was developed, and its organization. It will explain how the Implementation Program fits into the overall Blueprint.

Second, Chapter 2, Framework for Blueprint Implementation will provide context for the Implementation Program. It will describe the adopted 12 Smart Growth Principles and Preferred Blueprint Growth Scenario.

It will also identify and describe challenges to implementing the Blueprint, common issues facing the Valley, and emerging legal requirements. For common issues facing the Valley, we have identified six topical areas: Growth and Development; Economic Development; Transportation; Infrastructure; Resources; and Health and Safety. Finally, Chapter 2 will provide an overview of existing institutional arrangements and existing and potential funding resources for Blueprint implementation. For Chapter 2, we have several specific questions:

- What do you think will be major challenges/hurdles to implementing the Blueprint?
- What do you think are the common and cross-jurisdictional issues and challenges facing the Valley?
- Have we identified the appropriate common issues categories? Should others be included?
- Have we listed the common issues categories in the appropriate order (e.g., should Resources be discussed first, rather than fifth)?
- What do you think are the major existing and emerging mandates that will effect Blueprint implementation?
- Do you have any ideas for potential funding for Blueprint activities?

Finally, Chapter 3, Strategies for Implementing the Blueprint will set out the goals, objectives, and recommendations that will direct and support implementation of the Preferred Growth Scenario and address the issues and challenges identified in Chapter 2. For Chapter 3, we listed the topical headings we propose to use to organize the goals, objectives, and recommendations for implementation. Should others be included?

Comments and Feedback

Again, we are requesting that you review the attached materials and provide feedback on the overall organization and the specific questions identified in this memo. You should feel free to provide input on other parts of the outline as well. As you are aware, the Blueprint Roadmap is being prepared under a very tight schedule. In order to stay on track, we ask that you provide feedback to Tom Webster with Fresno COG by Wednesday, April 1, 2010. If you have any questions, please contact Ted Holzem at 916.446.0522 or ted@mintierharnish.com.

SAN JOAQUIN VALLEY BLUEPRINT ROADMAP BLUEPRINT IMPLEMENTATION PROGRAM OUTLINE

1. INTRODUCTION

- Purpose and Objectives of the Implementation Program
- Intended Use of the Implementation Program
- How the Implementation Program was Developed
- Implementation Program Organization

2. FRAMEWORK FOR BLUEPRINT IMPLEMENTATION

- 12 Smart Growth Principles and Preferred Blueprint Growth Scenario
- Challenges to Implementing the Blueprint
- Common Issues and Challenges Facing the Valley
 - Growth and Development
 - Varying Levels of Development Capacity
 - Non-Standardized Land Use Categories
 - Higher Densities
 - Economic Development
 - Transportation
 - I-5 and Highway 99
 - High Speed Rail
 - Passenger Rail
 - Freight Movements
 - Infrastructure
 - Resources
 - Open Space
 - Habitat Conservation
 - Wildlife Corridors
 - Agriculture
 - Water Supply
 - Energy
 - Health and Safety
 - Community Health
 - Air Quality
 - Flood Risk
 - Fire Risk
- Emerging Legal Requirements
 - Major Existing Requirements
 - General Plan
 - Housing Elements/RHNA

- CEQA
 - Others?
- New Mandates
 - AB 32 (Climate Change)
 - SB 375 (Land Use, Transportation, Housing, Climate Change)
 - AB 170 (Air Quality)
 - AB 162/SB 5 (Flooding)
 - SB 1358 (Complete Streets)
 - SB x7-7 (Water Conservation Act)
 - Others?
- Existing Institutional Arrangements
 - Overlapping Roles and Fragmentation
 - Cities and Counties
 - Special Districts
 - School Districts
 - LAFCOs
 - Regional Transportation Planning Agencies
 - Metropolitan Transportation Organizations
 - Council of Governments
 - Regional Policy Council
 - SJVAPCD
 - SJV Partnership
 - Great Valley Center
 - Colleges and Universities
 - Major Utility Providers (PG&E, SoCal Edison)
 - State Agencies
 - Federal Agencies
- Financial Resources (related to implementing the Blueprint at the regional level)
 - Existing
 - Potential

3. STRATEGIES FOR IMPLEMENTING THE BLUEPRINT

- Goals and Objectives
- Implementation Recommendations
 - Organizational and Administrative Structures
 - Management and Oversight
 - Planning Across Jurisdictional Boundaries
 - Partnerships and Alliances
 - Developing Commitments
 - Tools and Support
 - Financial Resources
 - Outreach and Education

- Monitoring and Maintenance

4. BLUEPRINT EDUCATION, LEADERSHIP, AND COMMUNITY PARTICIPATION

- Placeholder. Outline to be completed in later phase.

5. MONITORING BLUEPRINT IMPLEMENTATION AND SUCCESS

- Placeholder. Outline to be completed in later phase.

6. SCHEDULE AND MILESTONES FOR BLUEPRINT IMPLEMENTATION

- Placeholder. Outline to be completed in later phase.

SAN JOAQUIN VALLEY BLUEPRINT ROADMAP PLANNERS TOOLKIT OUTLINE

SUMMARY/INTRODUCTION

- Short description of the toolkit purpose, organization, and contents
- Designed to be used as the text for the toolkit homepage
- Relationship to the 12 Smart Growth Principles, including a matrix linking tools to each principle

1. INDEX

- Complete listing of all tools
- Linked to a search function on the website

2. CALIFORNIA STATUTES, REGULATIONS AND GUIDELINES

- Introduction
- General Plan
 - Summary
 - Statutes
 - References, resources, website links, and publications
- Specific plans
 - Summary
 - Statutes
 - References, resources, website links, and publications
- Zoning
 - Summary
 - Statutes
 - References, resources, website links, and publications
- Land subdivision
 - Summary
 - Statutes
 - References, resources, website links, and publications
- California Environmental Quality Act (CEQA)
 - Summary
 - Statutes
 - References, resources, website links, and publications
- Cultural and Historic Resources
 - Summary
 - Statutes
 - References, resources, website links, and publications

- Redevelopment
 - Summary
 - Statutes
 - References, resources, website links, and publications

- Recent California Statutes
 - AB 32 – Global Warming Solutions Act of 2006
 - Summary
 - Statute
 - References, resources, website links, and publications
 - SB 375 – Regional Planning
 - Summary
 - Statute
 - References, resources, website links, and publications
 - AB 170 – Air Quality Element
 - Summary
 - Statute
 - References, resources, website links, and publications
 - SB 610/221 – Water Supply
 - Summary
 - Statute
 - References, resources, website links, and publications
 - SB 5 – Flood Risks
 - Summary
 - Statute
 - References, resources, website links, and publications
 - AB 1358 – Complete Streets
 - Summary
 - Statute
 - References, resources, website links, and publications

3. LAND USE

- Subjects to be addressed in this toolkit “drawer:”
 - General Plans
 - Community Plans
 - Specific Plans
 - Mixed-use development standards
 - Infill and reuse
 - Higher density
 - Clustering
 - Transit Oriented Development (TOD)
 - Zoning and development standards and regulations
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

4. TRANSPORTATION

- Subjects to be addressed in this toolkit “drawer:”
 - Complete streets
 - Transit options
 - Transportation Demand Management (TDM)
 - Transportation Systems Management (TSM)
 - Traffic calming/road diets
 - Street connectivity
 - Parking strategies
 - Street retrofit
 - Safe routes to schools
 - Pedestrian/bicycle-friendly design
 - Alternative vehicles
 - 4-D modeling
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

5. HOUSING

- Subjects to be addressed in this toolkit “drawer:”
 - Second units
 - Live-work units
 - Workforce housing
 - Affordable housing programs and funding
 - Inclusionary ordinances
 - Housing trust fund
 - Design quality
 - Cultural differences
 - Affordable housing concentrations
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

6. AIR QUALITY

- Subjects to be addressed in this toolkit “drawer.”
 - Air quality elements
 - Greenhouse gas emission reduction strategies
 - Carbon sequestration
 - Carbon footprinting
 - Urban forests
 - Confined animal facilities
 - Agriculture-related PM₁₀, pesticides
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

7. ENERGY CONSERVATION

- Subjects to be addressed in this toolkit “drawer.”
 - Climate action plans
 - Alternative/renewable energy
 - Energy efficiency
 - Green building standards
 - Green building retrofit
- Each subject will be addressed in terms of:
 - Summary

- Case studies
- Templates
- References, resources, website links, and publications

8. AGRICULTURAL LAND PRESERVATION

- Subjects to be addressed in this toolkit “drawer:”
 - Williamson Act
 - Agricultural conservation easements
 - Agricultural buffers
 - Transfer of Development Rights (TDR)
 - Agricultural zoning
 - Right-to-farm ordinance
 - Ag mitigation
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

9. CONSERVATION AND NATURAL RESOURCES

- Subjects to be addressed in this toolkit “drawer:”
 - Water supply and quality
 - Habitat conservation plans and easements
 - Wildlife habitat preserves and buffers
 - Wildlife corridor preservation
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

10. INFRASTRUCTURE

- Subjects to be addressed in this toolkit “drawer:”
 - Green infrastructure
 - Water reuse and conservation
 - Low Impact Development (LID)
 - Efficient landscaping
 - Operational/infrastructure master plans
- Each subject will be addressed in terms of:
 - Summary

- Case studies
- Templates
- References, resources, website links, and publications

11. ECONOMIC VITALITY

- Subjects to be addressed in this toolkit “drawer:”
 - Economic development strategies
 - Market feasibility analysis
 - Fiscal impact analysis
 - Jurisdictional competition
 - Redevelopment and revitalization
 - Tax increment financing
 - Business improvement districts
 - Commercial strip center reuse
 - Eco-tourism
 - Agri-tourism
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

12. HEALTHY COMMUNITIES

- Subjects to be addressed in this toolkit “drawer:”
 - Healthy communities strategies
 - Access to health care
 - Complete neighborhoods
 - Farmers markets
 - Urban agriculture and gardens
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

13. COMMUNITY DESIGN

- Subjects to be addressed in this toolkit “drawer:”
 - Traditional neighborhood design
 - Placemaking
 - Urban open space

- Sustainability planning (3-Es: Environment, Economy, Social Equity)
- Form based codes
- Performance-based zoning
- Design guidelines/pattern books
- Crime Prevention Through Environmental Design (CPTED)
- Transect planning
- Historic/cultural preservation
- Walkable blocks
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

14. PARKS AND RECREATION

- Subjects to be addressed in this toolkit “drawer:”
 - Quimby Act
 - Parks
 - Recreation
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

15. SAFETY

- Subjects to be addressed in this toolkit “drawer:”
 - Flood protection design
 - Wildfire protection design
 - Airport hazards
 - Safety facility standards
- Each subject will be addressed in terms of:
 - Summary
 - Case studies
 - Templates
 - References, resources, website links, and publications

16. OTHER TOOLS AND TECHNIQUES

- GIS mapping/modeling techniques
 - Summary

- References, resources, website links, and publications
- Sketch-up design
 - Summary
 - References, resources, website links, and publications
- 3-D Web applications
 - Summary
 - References, resources, website links, and publications
- Visual/photo simulations
 - Summary
 - References, resources, website links, and publications
- Scenario planning (PLACE3S, U-Plan)
 - Summary
 - References, resources, website links, and publications
- Photo libraries
 - Summary
 - References, resources, website links, and publications

CHAIRMAN ROTATION

Jesse Brown 2009-10
Tony Boren - 2010-11
Vince Harris
Patricia Taylor
Terri King
Ron Brummett
Andy Chesley
Ted Smalley