



San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Council of Fresno County Governments – 2035 Tulare St. Suite 201 Fresno, Ca 93721
Phone: 559-233-4148 – FAX 559-233-9645

Tuesday, October 5, 2010

Time: 3 p.m.

Stanislaus Council of Governments
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA 95354

*Toll Free Number: 877-216-1555
Participant Code: 321581*

APPROVAL OF MINUTES

1. September 7, 2010 Director's Meeting (*enclosure*)

INFORMATIONAL ITEMS

- | | |
|---|------------------------|
| 2. Fall Policy Conference | V. Harris |
| 3. FTIP/AQ – Status Update | T. Taylor |
| 4. High Speed Rail Update | C. Bowen |
| 5. Sustainable Communities – Prop. 84 & HUD
Application Update | T. Webster |
| 6. California Partnership Update | M. Dozier |
| 7. Short Haul Rail Update | T. Smalley |
| 8. VLAC Update | R. Phipps/
D. Barth |
| • Valley Voice Trip Dates | |
| • Neighborhood Stabilization Program | |

DISCUSSION ITEMS

- | | |
|---|----------|
| 9. GHG Emission Targets for the Valley
<i>Next Steps</i> | T. Boren |
| 10. Options for Regional Organization in the Valley
<i>Update to the Regional Policy Council</i> | T. Boren |

**Council of
Fresno County
Governments
Tony Boren
Chair**

**Stanislaus
Council of
Governments
Vince Harris
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**

**Tulare County
Association of
Governments
Ted Smalley**

**Merced County
Association of
Governments
Jesse Brown**

DISCUSSION ITEMS (cont.)

11. SJV Interregional Goods Movement Plan, Caltrans Planning Grant Award M. Sigala
Project Implementation and Local Match Requirements (enclosure)
12. State Route 99 Bond Savings Proposal T. Boren
Program Funding and Status

ACTION ITEMS

13. SJV Partnership Board of Directors T. Boren
Nomination of a New SJV RTPA/COG Representative

OTHER ITEMS

14. Other
15. 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.

Next Directors Meeting: Thursday, November 4, 2010.

Americans with Disabilities Act (ADA) Accommodations

The Stanislaus County COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact StanCOG at (209) 525-4600, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

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

Item 1

San Joaquin Valley Regional Planning Agencies
Directors Meeting
Tuesday, September 7, 2010
10 a.m.

Executive Minutes

Members Attending:

Tony Boren, Fresno COG, Chair
Vince Harris, StanCOG, Vice-Chair
Ron Brummett, Kern COG
Patricia Taylor, MCTC

Andrew Chesley, SJCOG
Terri King, KCAG
Ted Smalley, TCAG

Others:

Ken Baxter, Caltran
Richard Harmon, Caltrans
Christine Cox-Kovacevich, Caltrans
Sharrie Bender-Ehlert, Caltrans
Michael Sigala, Sigala Inc.
Nathan Wahl, Sigala Inc.
Tanisha Taylor, SJCOG
Dana Casell, SJCOG
Barbara Steck, Fresno COG
Robert Phipps, Kern COG
Carrie Bowen, HSR

Mike Bitner, Fresno COG
Kristine Cai, Fresno COG
Mike Dozier, SJV Partnership
Todd Sobrado, Fresno COG
Marjie Kirn, MCAG
Dianne Barth, SJCOG
Tom Webster, Fresno COG
Richard Lee, Fehr & Peers
Rosa De León Park, StanCOG
Carlos Yamzon, StanCOG

The meeting was called to order by Tony Boren, Chair. Everyone introduced themselves.

1. Approval of June 3, 2010 Director's Minutes

Andrew Chesley moved to accept the minutes. Seconded by Vince Harris and passed unanimously.

2. Approval of August 5, 2010 Director's Minutes

Marjie Kirn, MCAG, asked for a correction of item 6. It should read "MCAG brought the issue to its board and they responded to it with a 'No'. At this point no one else has brought the issue to their board." Andrew Chesley moved to accept the amended minutes. Seconded by Vince Harris and passed unanimously.

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Association of
Governments
Ted Smalley**

**Merced County
Association of
Governments
Jesse Brown**

3. Fall Policy Conference Update

Vince Harris briefed the group on the status of the Fall Policy Conference. He noted they surpassed their sponsorship goal of \$30,000 and informed the group on the anticipated number of attendees.

The date of the next director's committee meeting was brought up by Ron Brummett. Michael Sigala informed the group that it was scheduled to occur at the same time as the conference. It was determined the directors would meet at StanCOG's offices at 3pm on Tuesday, October 5, 2010.

4. FTIP/AQ Status

Tanisha Taylor gave an update to the directors that all approved their FTIP and that Caltrans will start their review in October, finish in November, and have comments out by December 13.

The ARB's GHG reduction goals were brought up in discussion. Andrew Chesley felt that reductions by 3% in 2020 and 7% in 2035 were more attainable goals than what the valley had been told it needed to accomplish. He mentioned the Regional Policy Council should decide how to delegate the reductions to the counties.

Tony asked the members how their member agencies have responded to the 5% and 10% numbers with the following responses:

SJCOG: Negotiate lower

TCAG: Negotiate lower

MCAG: No discussion

MCTC: Meeting to discuss next Monday

KCAG: The numbers are too high

SJCOG: No action, but want lower

KernCOG: Negotiate lower

Tony Boren brought up that Fresno COG's modeling still does not get them to the goals set by ARB. Christine Cai discussed some of the methodology Fresno used and questioned the difficulty of meeting targets for the valley if the county with what was likely the best opportunity to meet targets may not do so. It was determined the item would be brought back up with the ARB again later in the month to negotiate further.

5. High Speed Rail Update

Carrie Bowen gave an update by phone on High Speed Rail's progress. They are moving forward on exploring the Eastern Alternative from Fresno to Bakersfield. Merced to Fresno is moving forward with a draft date of more information in December and January. Merced to San Jose will come back with a supplemental in October or November.

6. Sustainable Communities – Prop 84 & HUD Application Update

Tom Webster updated the group on the submittal that was sent in for \$2.5m for the valley. The request from the directors in August was to go to the consultant and come back with scoping for the application. He anticipates hearing back about the grant application in November.

7. California Partnership Update

Mike Dozier gave an update to the group. He expressed the partnership's interest in addressing the Short Haul rail issue as soon as possible as they see it affecting the entire valley. The partnership was interested in having another housing panel at the next meeting in Madera in December after seeing how the previous panel went.

A housing conference will be held at the Radisson on the 9th, the first of three meetings to discuss the issue. He mentioned Congressman Cardoza plans to use the whitepaper from this meeting for his purposes. He informed the group that they put in for the SCI grant as well. Their next meeting will be December 3rd in Madera.

Andrew Chesley informed the group that he will be stepping down from the partnership and one of the other directors will need to step up and take his place. The item will be on the next agenda.

8. Regional Rail Update

Ted Smalley updated the group on the progress of regional rail. Negotiations with the railroad did not go well and brought the info to the Partnership. They released a draft business plan and are planning on writing a white paper. He would like to receive comments and from everyone and get involvement from all of the counties.

9. Upcoming CTC Meeting

The upcoming CTC meeting will be held September 22nd and 23rd in Fresno. After the meeting, the directors will spend time with Bimla Rhinehart and Cindy McKim to discuss where the directors are on their SR 99 projects.

10. SR 99 Bond Savings Proposal

Sherri Bender-Ehlart informed the group that she met with Cindy McKim, Ross Chittenden (former district 10 Caltrans director), Rachel Falsetti, and Norma Ortega to look at the SHOPP program and identify the amount of monies they could use for the proposal. They said they didn't want to put SHOPP funding on these projects until they were fully funded programs. Until a strategy is determined to close the gap they are not interested in putting the SHOPP funds on these projects.

Marjie Kim informed the group they will be moving ahead with their STIP amendment to help close the gap for the AME project. There is still approximately a \$40 million shortfall for the project to be fully funded. They are in the queue for the STIP amendment but if they do not get the full funding they will withdraw the amendment. The programming decision deadline on the project is September 10th. Marjie let the directors know that they were not asking for any of the bond savings, they are just trying to keep their right-of-way on track and design on track to meet the 2012 deadline if money is available.

Andy brought up a conversation he had with Dinah from district 10 about the cost savings on the 99 south sections on the Stockton and Manteca segments. He brought up the principles the group had adopted going into this 99 bond issue and that one of them was that no matter what they decided to do in terms of cost savings, they were not going to allow that to impact existing projects already programmed. Sherri mentioned approximately \$13 million unprogrammed but was not positive. If they get a budget sometime in the near future she said that they may be able to use that estimate to look at what's going on with jobs in district 10 and refine those estimates a little more.

11. Options for Regional Organization in the Valley

Tony Boren brought forward the information from the summarized March 2010 workshop goals discussing the issues the Policy Council wanted to deal with to the directors. He opened the floor to comments from the directors about the regional entity discussions.

Kern COG: No movement until their member agencies give input, they need to lay a vision for their member agencies to gain input.

StanCOG: Need input from the community

KCAG: The board thinks it's more of a think tank and there would be significant issues with something similar to a SuperCOG.

MCTC: Wants local agency involvement, board thinks valleywide effort is good and is concerned about overlapping efforts and inefficiencies.

MCAG: Jesse Brown was not here, Marjie has not been involved in this issue but knows that Mayor Bill Spriggs is interested.

TCAG: Need to educate the elected representatives more and move from the bottom up.

SJCOG: Their board is not voting for a 1 valley COG option. Andrew stressed the collaboration and great strides the valley directors have made over the last 20 years in working together in this forum. He has always been impressed in how much they are able to work together and how much they have accomplished.

Ken Baxter informed the directors that they received the Valley Wide Goods Movement Planning Grant. Tony Boren closed the item and the directors plan on bringing the Policy Council up to speed at their next meeting in October.

12. Valley Legislative Action Committee (VLAC)

Dianne Barthe gave an update to the group and is trying to coordinate dates on going up to Sacramento. A date will be put on the next agenda for the next Valley Voice trip for February 2nd or 3rd.

Robert Phipps informed the group on SB 1445 coming out and proposition 22. Tony Boren called to see if there was movement to determine whether a position would be an item on the next agenda but no action was taken and the item was finished.

13. Development of Decision Making Protocols

Tony Boren discussed with the group some of the tensions of communicating intents as a group and then changing directions after the fact. Terri King brought up that each COG has the right to act on their member agencies' behalf. The item was discussed a little more with similar sentiment and was finished.

14. Transportation and LUAH

Consideration of combining the workgroups into Land Use and Transportation was brought forward by Barbara Steck. SJV Housing Collaborative could potentially take the housing issue. She brought up working with Mike Dozier over the next month and come back with a project proposal the next month.

Ron Brummett suggested changing the terminology to encompass potential issues that could come up.

15. SJV Blueprint

Barbara Steck asked for a direction to also discuss what the greenprint project is and the prop 84 components at the next Policy Council meeting and was unanimously supported.

16. Valley Model Improvements

Mike Bitner informed the group on changes he had made to the RFP and plans on releasing the RFP from the 8th of September to the 6th of October. Vince Harris mentioned that a project of this size would lend to a pre-proposal conference and a vote was called for. Two voted in favor and six voted against. The motion failed and a pre-proposal conference was not added to the process.

17. Other

Ron Brummett informed the group that they were being sued for their RTP document by the California Clean Energy Committee.

18. Public Comment

No comments were made.

San Joaquin Valley Regional Planning Agencies' Directors' Committee



Item 11

DATE: October 5, 2010
TO: SJV Director's Committee
FROM: Michael Sigala, Coordinator for Director's Committee and Policy Council
RE: Caltrans Planning Grant, Meeting Agenda Item

On August 30, 2010, Caltrans awarded a fiscal year 2010-2011 Partnership Planning Grant for the San Joaquin Valley Interregional Goods Movement Plan. The Merced County Association of Governments submitted this valley wide plan on behalf of all eight counties to Caltrans in February 2010.

The San Joaquin Valley Interregional Goods Movement Plan will identify a future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy. Specific scope items for the Plan include economic summaries, description of benefits of goods movement, outreach, goods movement data compilation, projected freight demand and logistics trends, environmental and economic impacts, strategies for improving goods movement, strategies for mitigating impacts, and development of a final plan and presentations.

The planning effort will occur over a 24-month period beginning in January 2011 and will include numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry and others.

State funding for the planning grant is contingent upon approval of the State budget. Hence, the actual project startup date may be later. The total project cost for the Plan is \$650,000. The Caltrans award is for \$300,000. An additional \$300,000 was identified in the grant application as local matching funds. \$35,000 was identified as a local in-kind match.

The project will be managed by Sigala Inc (Michael Sigala and Nathan Wahl) in close consultation and coordination with a planning advisory team which will include representation from goods movement staff from several or all of the eight COGS. The project will be amended into the Fresno COG's overall work program.

In addition to discussing the overall project, this item was placed on the agenda for Director input regarding: 1) make up of the planning advisory team, 2) concurrence with local match requirement, and 3) other matters of discussion from the Directors.

Please find attached background documents including the original grant application, budget, scope of work, and Caltrans award letter. A start up meeting with Caltrans planning staff is currently being scheduled for the second week of October 2010.

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING, MS-32
1120 N STREET
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 653-1818
FAX (916) 653-1447



*Flex your power!
Be energy efficient!*

August 30, 2010

Mr. Jesse Brown
Executive Director
Merced County Association of Governments
369 West Eighteenth Street
Merced, CA 95340

Dear Mr. Brown:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, I am pleased to offer my congratulations to the Merced County Association of Governments for the recent award of the following Federal transportation planning grants for fiscal year (FY) 2010-11:

Partnership Planning

Grant Title: San Joaquin Valley Interregional Goods Movement Plan
Grant Award: \$300,000

5304 Statewide or Urban Transit Planning Studies

Grant Title: Short Range Transit Plan for Merced County Transit -- The Bus
Grant Award: \$100,000

The points listed below identify specific conditions for a grantee to accept grant funding, program funds, and begin work. For each grant project, as soon as these conditions of grant acceptance are fulfilled, please submit the required documentation in a package to the appropriate Caltrans District 10 staff member. Grant-funded project activities cannot begin until Caltrans District 10 and Headquarters staff approves the entire package of materials. All conditions must be fulfilled no later than May 1, 2011. Thereafter, all final products must be completed and submitted to Caltrans no later than June 30, 2013.

Conditions of Grant Acceptance

These Federal grant funds cannot be expended or reimbursed until the FY 2010-11 State Budget is signed by the Governor, and the following conditions of approval are met for each grant project, unless otherwise specified:

1. The FY 2010-11 Overall Work Program (OWP) has been amended to incorporate the grant project Work Element.
2. The OWP Budget Summary, the Work Element, and the amended OWP Agreement all reflect the funding information for the grant project.

3. The revised final scope of work, project schedule and funding chart, and grant application cover sheet are submitted to Caltrans, as needed.
4. For *San Joaquin Valley Interregional Goods Movement Plan*: A description of the in-kind local match is provided. The description shall name the in-kind local match provider, the fund source the provider will use (non-federal source), and how the in-kind local match will be documented for accounting purposes. The description shall also include an itemized breakdown of the total in-kind local match amount; for example, if staff time is used, provide a breakdown of the number of staff, their job titles and their hourly rate. The in-kind local match amount shall be further broken itemized to align with the appropriate tasks on the project schedule and funding chart. The estimated salary/in-kind total in the description provided and the project schedule and funding chart shall equal the total in-kind local match shown on the grant application cover sheet.
5. For *San Joaquin Valley Interregional Goods Movement Plan*: Partnership Planning grants require that Caltrans be a partner in the study. Please work with Caltrans Districts 6 and 10 to define Caltrans involvement in the study.

Once grant-funded project activities begin, Caltrans District 10 staff will request Quarterly Progress Reports. The Quarterly Progress Report is a brief narrative of completed project activities. It is designed to track project status and to ensure successful project completion.

Please contact Kevin Tucker, Headquarters Liaison, at (916) 653-4097 if you have any questions concerning these grant funds or program requirements.

Sincerely,



GARTH HOPKINS, Chief
Office of Regional and Interagency Planning

c: Marjorie Kim, Merced County Association of Governments
Randy Treece, Caltrans District 6
Hector Rangel, Caltrans District 6
Tom Dumas, Caltrans District 10
Joshua Swearingen, Caltrans District 10
Kevin Tucker, Caltrans Headquarters

Priscilla Martinez-Velez/PMV



PH: 209.723.3153
FAX: 209.723.0322
www.mcagov.org
369 W. 18th Street
Merced, Ca. 95340

February 11, 2010

Attn: John Gedney
California Department of Transportation
Office of Local Assistance – District 10
1976 East Charter Way
Stockton, Ca. 95201

John:

Enclosed you will find four hard copies and two electronic copies of Merced County Association of Governments' 2010/11 Partnership Planning Grant application. Funds are being requested to study the interregional goods movement strategies for the San Joaquin Valley.

If you have any questions, please me at 209.723.3153 ext. 309 or email me at ty.phimmasone@mcagov.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ty Phimmasone", is written over a horizontal line.

Ty Phimmasone
Transportation Planner
Merced County Association of Governments

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

Check One Grant Program

- ☐ Community-Based Transportation Planning
 - ☐ Catalyst Project for Sustainable Strategies Pilot Program
- ☐ Environmental Justice
- ☒ Partnership Planning
- ☐ Statewide or Urban Transit Planning Studies
- ☐ Rural or Small Urban Transit Planning Studies
- ☐ Transit Planning Student Internships

PROJECT TITLE	San Joaquin Valley Interregional Goods Movement Plan		
PROJECT LOCATION (city(ies) and county(ies))	Counties of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin		
	APPLICANT	SUB-RECIPIENT(S)	
Organization	Merced County Association of Governments		
Executive Director and title Mr. ☒ Ms. ☐ Mrs. ☐	Jesse Brown, Executive Director		
Contact Person and title Mr. ☒ Ms. ☐ Mrs. ☐	Jesse Brown, Executive Director		
Mailing Address	369 W. 18th Street		
City	Merced		
Zip Code	95340		
E-mail Address	jesse.brown@mcagov.org		
Telephone Number	(209) 723-3153		
FUNDING INFORMATION			
Use Match Calculator to complete this section http://www.dot.ca.gov/hq/tpp/offices/ocp/ej_cbtpp_toolbox_files/Match_Calculator.xls			
Grant Funds Requested	\$	300,000	47.2%
Local Match - Cash	\$	300,000	47.2%
Local Match - In-Kind	\$	35,000	5.5%
Total Project Cost	\$	635,000	100.0%
Source of Local Match and Name of Provider(s)	Counties of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin		

The application package should not be more than 20 pages including any attachments and/or documentation other than letters of support and legislative representative lists. Do not bind the application.

Use the latest version of **Adobe Acrobat Reader®** to complete this application. An electronic version of the application is available (in a PDF format) at
http://www.dot.ca.gov/hq/tpp/grant_files/1011/FY10-11_Transportation_Grants_Application.pdf

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

LEGISLATORS IN PROJECT AREA*			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Lois Wolk	5	Alyson Huber	10
Jeff Denham	12	Joan Buchanan	15
Dave Cogdill	14	Cathleen Galgiani	17
Dean Florez	16	Tom Berryhill	25
Roy Ashburn	18	Bill R. Berryhill	26
		Michael N. Villines	29
		Danny D. Gilmore	30
		Juan Arambula	31
		Jean Fuller	32
		Connie Conway	34

*For assistance with determining the legislators for the project area visit:
<http://www.legislature.ca.gov/port-zipsearch.html> (search by zip code)
<http://192.234.213.69/lmapsearch/framepage.asp> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes federal and/or state transportation planning goals.

1. Select the goals that apply and address the selections when completing the application

STATE TRANSPORTATION PLANNING GOALS For all Grant Programs

- ☒ **Improve Mobility and Accessibility:** Expand the system and enhance modal choices and connectivity to meet the State's future transportation demands.
- ☒ **Preserve the Transportation System:** Maintain, manage, and efficiently utilize California's existing transportation system.
- ☒ **Support the Economy:** Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.
- ☒ **Enhance Public Safety and Security:** Ensure the safety and security of people, goods, services, and information in all modes of transportation.
- ☒ **Reflect Community Values:** Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.
- ☒ **Enhance the Environment:** Plan and provide transportation services while protecting our environment, wildlife, historical and cultural assets.

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

REGIONAL BLUEPRINT AND SUSTAINABLE COMMUNITIES GOALS For Community-Based Transportation Planning and Environmental Justice

- ☒ Complements or advances the Region's Blueprint Planning efforts.
- ☒ Advances a community's efforts to reduce greenhouse gases and will assist transportation agencies in creating enduring communities.

FEDERAL TRANSPORTATION PLANNING GOALS For Partnership Planning and Transit Planning

- ☒ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ☒ Increase the safety of the transportation system for motorized and non-motorized users.
- ☒ Increase the security of the transportation system for motorized and non-motorized users.
- ☒ Increase accessibility and mobility of people and freight.
- ☒ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- ☒ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- ☒ Promote efficient system management and operation.
- ☒ Emphasize the preservation of the existing transportation system.

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

2. Project Description (maximum of 1 page), (20 points)

- A. Briefly summarize project (maximum of 60 words. 10 points)
- B. Briefly describe the project area (e.g. urban/rural/suburban setting, geographic characteristics, location, etc. (10 points))

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

B. The planning area will be the San Joaquin Valley (SJV), which is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, large urban environments, and a growing population of about 4 million people (DOF, 01/2008). The 240-mile long valley encompasses the 8-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin. The SJV, which expects a population of 9.5 million people by 2050 (139% increase, DOF), is the region with the fastest growing population in the State. The increased population means higher demands for goods and reduced efficiency of goods movement on even more congested highways in the SJV. This is the reason for examining the existing goods movement system against future population to identify future system deficiencies.

The earth's population, as of February 2009, is estimated to be about 6.76 billion, and is expected to increase to about 9 billion by 2040 (U.S. Census Bureau, International Database). In 2007, with agriculture product sales of \$33.9 billion, California nationally ranked 1st in crop sales and 2nd in livestock sales (USDA 2007 Census of Agriculture). With nearly \$20 billion in annual agricultural products sales, which represents 54% of California's agricultural production market value, the SJV stands as the largest agricultural regional in the Nation. "California agriculture is an over \$30 billion dollar industry that generates another \$100 billion in related economic activity. According to a U.C. Davis research study, 18,000 jobs are created in the State for every \$1 billion in farm sales (State Senate Republican Office of Policy, 02/05/2009)." The increased global population would escalate global demand for agricultural products produced by the SJV. This is another reason for examining the goods movement system to determine what will be needed in the SJV in order to accommodate this very substantial future demand.

With lingering recession effects, high unemployment (Nation: 9.7%; California: 12.4%), and the State constantly wrestling with \$10-20 billion budget gaps, it will be even more crucial to ensure the efficient transport of goods in the SJV. With forecasted future global growth and demand for agricultural products, the SJV's goods movement system could be established through strategic planning and investments to be an even greater generator of revenues and jobs.

With the participation of stakeholders, this plan will look at the flow of goods into, out of, and within the San Joaquin Valley planning area. The current market flow patterns and distributions as well as modal constraints on the existing goods movement system will be determined. The future (2035) demand on goods movement demand will be forecasted and modeled. Alternative goods movement system strategies will then be identified and one will be selected to meet the future demand. Having valleywide consensus on the preferred goods movement system will help to focus whatever available, limited resources to achieve strategic phasing of the selected future interregional system.

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

3. Project Justification (maximum of 1 page), (20 points)

- A. List and describe the problems and/or deficiencies that the project is attempting to address. **(10 points)**
- B. Describe how the project will address the identified problems and/or efficiencies. **(10 points)**

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

Without coordinated, collaborative planning on an interregional level, goods movement projects that do get implemented may be fragmented improvements to a region and may not have significant impacts, via fluidic and timely connectivity, to the SJV interregional goods movement system. An example would be increasing the capacity of an interregional route in one county while not communicating and collaborating with other counties and stakeholders to stage the implementation of consistent capacity increases for the remaining stretches of the entire goods movement route. A "bottleneck" would occur at the junction where larger capacity ends and lower capacity begins. If goods movement is not free-flowing, then costs of delays will be passed on to the consumers, who will spend less. With an economy that survives and strives on consumer spending on goods, it will further cripple the economy if higher prices discourage them.

Goods movement helps to "drive" the economy. Unobstructed, efficient transport of goods to market means lower costs to consumers and thus more consumer interests and demand for the goods. If goods movement is hindered by higher levels of congestion on the transport corridors, then goods become more expensive and thus less desirable to consumers (therefore hurting an already struggling economy, with fewer sales and less sales taxes, that is trying to recover). If the SJV cannot provide the supply of agricultural products at affordable prices, due to increased costs of transport in congested transport corridors, then the global markets will look elsewhere for the better deal.

Without adequate planning, discussion and consensus-building with partnering stakeholders, regional projects that may be implemented to 2035 may be fragmented, may not manage deficiencies, and may not maximize the efficiency of the overall goods movement system for the SJV.

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

4. Public Participation (maximum of 2 pages), (20 points)

- A. Identify the project stakeholders (i.e. low-income and minority communities, Native American Tribal governments, other underrepresented groups, community-based organizations, and businesses affected by the project. **(10 points)**).
- B. Describe the outreach methods that will be used to reach the public and the project stakeholders with an emphasis on engaging traditionally under-represented communities. **(10 points)**.

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

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

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

During the course of the project, the consultant(s) will be providing regular progress reports relating to the scope of work tasks. These reports will be shared with the stakeholders for comments and then be presented as informational status reports to committees (Citizens Advisory, Technical Planning, Technical Review) and Boards of the SJV Regional Transportation Agencies.

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

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TRANSPORTATION PLANNING GRANT
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If necessary, use this page to continue response for Question #4 (Public Participation).

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

5. Project Implementation (maximum of 1 page) (20 points)

- A. List the project's anticipated accomplishments and final deliverables. **(10 points)**
- B. Explain how the completed project and its deliverables will be applied (or carried forward) to the next stage/phase **(10 points)**

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

1. Describe the San Joaquin Valley (SJV) Region: Demographics, Economics, Circulation.
2. Describe the Importance and Benefits of Goods Movement to the SJV and to the State.
3. Outreach Assistance.
4. Compile and Collect Goods Movement Data and Prepare Report.
5. Assess Growth in Freight Demand, Trends in the Logistics Industry, and 2035 System Performance.
6. Evaluate the Community, Environmental, and Economic Impacts of Freight Movement.
7. Identify and Evaluate Strategies for Improving the Movement of Goods.
8. Identify Strategies for Mitigating the Effect of Goods Movement on Local Communities and the Environment.
9. Develop SJV Interregional Goods Movement Plan Report and Identify Institutional/Funding Arrangements Needed to Implement the Plan.
10. Project Administration.

With the participation of stakeholders, this plan will look at the flow of goods into, out of, and within the San Joaquin Valley planning area. The current market flow patterns and distributions and the modal constraints for the existing goods movement system will be determined. The future (2035) demand on goods movement demand will be forecasted and modeled with the existing system to identify deficiencies. Alternative goods movement system strategies will then be identified one will be selected to meet the future demand. The preferred strategy will maximize mobility, minimize/mitigate environmental impacts (i.e. reduction of Greenhouse Gases (GhG) to adhere to California's A.B.32's 2020 GhG goals) and score well for other evaluation criteria.

B. As the product of the project, the SJV, with the support of the Federal/State and public stakeholders, will have the consensus-based, preferred future goods movement system selected. With the preferred future system as the goal for the entire SJV, the stakeholders will collaboratively work on identifying the phasing of projects to attain that future goal. These interregional projects will then be consistently included in the SJV's regional transportation agencies' planning documents (i.e. Regional Transportation Plans) as regional priorities. Federal and State resource agencies, who will have been involved in the project process, will be key stakeholders to available funding for implementation opportunities, which could be leveraged with regional public shares and private industry investments via public-private partnerships.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

6. Project Management (20 points)

- A. List the Scope of Work (see page 28 in the Transportation Planning Grant Guide for a sample Scope of Work). The Scope of Work must be in a Microsoft Word format and include: (10 points)**
- What work is to be done: Provide an outline or general picture of services. List project tasks and identify any specific project deliverables. Also, list milestones for major tasks that mark the completion of a work package or phase.
 - Who is responsible for what tasks: Discuss the roles and responsibilities of agency staff and consultant contractors.
 - When the work is to be done: Provide schedule information for the services that will be required.
- B. Project Schedule (see page 31 in the Transportation Planning Grant Guide for a sample Project Schedule). The Project Schedule must be in a Microsoft Excel format and include: (10 points)**
- Timing, responsibilities, cost, cost distribution, and deliverables of all tasks in the Scope of Work. For CBTP and EJ applications, all project schedules should reflect a start date of February 2011.

Attach Scope of Work and Project Schedule to the application.

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this proposal is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the requirements and guidelines specified in this grant application.



Signature of Executive Director (Applicant)

Executive Director

Title

Jesse Brown

Print Name

02/10/2010

Date

Signature of Authorized Official (Sub-recipient)

Title

Print Name

Date

INCLUDE THE FOLLOWING DOCUMENTS

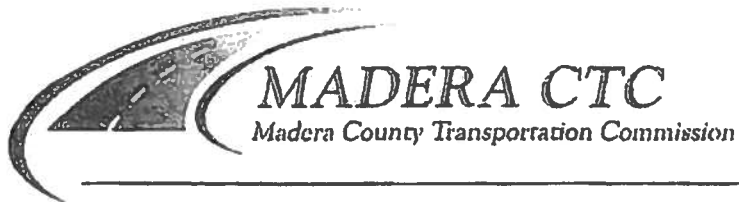
- ☒ Signed Application (PDF format)
- ☒ Scope of Work (Microsoft Word format – see sample on Page 28 in the Transportation Planning Grant Guide)
- ☒ Project Schedule (Microsoft Excel format – see sample on Page 31 in the Transportation Planning Grant Guide)
- ☐ Local Resolution (CBTP and EJ only – see Page 12 in the Transportation Planning Grant Guide)
- ☒ Map of Project Area
- ☐ Digital Photographs of Project Area (when applicable)
- ☒ Four hard copies and two CDs with electronic copies of the Application (PDF Format), Scope of Work (Microsoft Word), Project Schedule (Microsoft Excel), and all other supporting documentation.

Scanned applications will not be accepted.

Note: Failure to include any of these required documents will result in a reduced application score.

San Joaquin Valley Partnership Planning Area





2001 Howard Road, Suite 201
Madera, California 93637

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

March 17, 2009

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

Dear Mr. Brown:

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

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

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

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

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission



2035 Tulare Street, Suite 201
Fresno, California 93721

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

March 19, 2009

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

Dear Mr. Brown:

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

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

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

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

Sincerely,

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

Tony Boren
Executive Director
Council of Fresno County Governments

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



Kings County Association of Governments

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

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

March 19, 2009

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

Dear Mr. Brown:

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

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

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

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

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director



**Kern Council
of Governments**

March 19, 2009

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

Dear Mr. Brown:

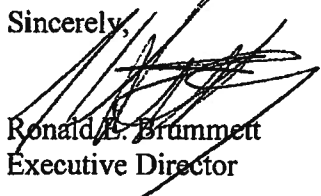
I am writing to express my support for the study of the San Joaquin Valley Interregional Goods Movement Plan.

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

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

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

Sincerely,



Ronald E. Brummett
Executive Director

REB/rb/lc

San Joaquin Valley (SJV) Interregional Goods Movement Plan

Scope of Work

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

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

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

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

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

Work Task 3: Outreach Assistance.

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

Task 3.1

- Build listing of stakeholders

Task 3.2

- Hold stakeholders kickoff meeting to discuss scope of project

Facilitate consensus with stakeholders throughout the process

Task 3.3

- Identify roles of stakeholders

Task 3.4

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

Task 3.5

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

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

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

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

Task 4.1

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

Task 4.2

- Identify Current Constraints

Task 4.3

- Identify Current Deficiencies

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

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

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

Task 5.1

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

Task 5.2

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

Task 5.3

- Model Future (2035) Demand on Existing System

Task 5.4

- Identify Future Deficiencies

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

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

Task 6.1

- Identify the community, environmental and economic impacts

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

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

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

Task 7.1

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

Task 7.2

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

Task 7.3

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

Task 7.4

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

Task 7.5

- Facilitate the stakeholders' review of the alternative systems

Task 7.6

- Facilitate the stakeholders' consensus for the preferred future system

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

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

Task 8.1

- Identify strategies to lessen community and environmental impacts

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

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

Task 9.1: Identify Institutional/Funding

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

Task 9.2: Prepare Draft Plan

- Write the Draft SJV Interregional GM Plan

Task 9.3: Present Draft Plan for Feedback/Responses

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

Task 9.4: Prepare Final Plan

- Prepare Final SJV Interregional GM Plan

Task 9.5

- Present Final Plan to the stakeholders group for approval

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

Task 9.6

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

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

Work Task 10: Project Administration.

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