

San Joaquin Valley Regional Policy Council

c/o Stanislaus Council of Governments – 1111 I Street, Suite 308 – Modesto, CA 95354
Phone: 209-525-4600 Fax: 209-558-7833

Friday, December 9, 2011
Time: 9:00 a.m.

eCademy Charter at Crane School, Room 4
1100 Cahill Ave.
Turlock, CA 95380

Toll Free Number: 1-877-216-1555
Participant Code: 321581

APPROVAL OF MINUTES

1. October 13, 2011 Policy Council Meeting (*enclosure*)

INFORMATIONAL ITEMS

- | | |
|---|----------------|
| 2. High Speed Rail | J. Abercrombie |
| 3. California Partnership for the San Joaquin Valley | M. Dozier |
| 4. Short Haul Rail | T. Smalley |
| 5. SJV Interregional Goods Movement | M. Sigala |
| 6. Director's Report | V. Harris |
| 7. SJV Regional Energy Planning (<i>enclosure</i>) | M. Sigala |
| 8. Meeting Calendar thru FY 2013 (<i>enclosure</i>) | M. Sigala |

DISCUSSION/ACTION ITEMS

9. ***GUEST SPEAKER – California Partnership Deputy Chair Corwin Harper***
10. Discuss Role and Image of Regional Policy Council
11. Discuss letter of support for re-appointment of Commissioner Darius Assemi to the California Transportation Commission

SAN JOAQUIN VALLEY

REGIONAL
Policy Council



Chair
Supervisor Allen
Ishida
Tulare County

Vice-Chair
Mayor Robert
Poythress
City of Madera

Fresno Council of
Governments

Kern Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

San Joaquin
Council of
Governments

Stanislaus Council
Of Governments

Tulare County
Association of
Governments

San Joaquin Valley Air
Pollution Control
District

- | | |
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| 12. Valley Legislative Affairs Committee (<i>enclosure</i>)
<i>Discuss and receive input for the March 2012
Sacramento Valley Voice trip</i> | C. Malekos |
| 13. California Transportation Commission (<i>enclosure</i>)
Statewide Needs Assessment
<i>Discuss response and recommendations from the Valley</i> | V. Harris |
| 14. Federal Transportation Reauthorization Bill (<i>enclosure</i>)
<i>Receive update and discuss "99 White Paper"</i> | V. Harris |
| 15. Prop. 84, Sustainable Communities Planning Grant (<i>enclosures</i>)
<i>Discuss and Approve Round Two Valleywide Submittals</i>
<i>a. SCS, Greenprint, Circuit Planner - Part II</i>
<i>b. Regional Energy Economic Development Roadmap</i> | R. Terry
M. Sigala |
| 16. SJV 2012 STIP and Amendments (<i>enclosure</i>)
<i>Discuss coordinated Valleywide process</i> | A. Chesley |

OTHER ITEMS

17. Member Comments
18. Public Presentation 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 Policy Council Meeting: Friday, March 23, 2012

Americans with Disabilities Act (ADA) Accommodations

The facility and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the facility 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 Policy Council

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Phone: 209-525-4600 Fax: 209-558-7833

Pines Resort Conference Center, Cedar Room
54432 North Shore Road
Bass Lake, CA 93604



Regional Policy Council Meeting
Thursday, October 13, 2011
2:00 p.m.

Members Attending:

Bill Spriggs, Mayor, City of Merced, MCAG – Chair
Allen Ishida, Supervisor, County of Tulare, TCAG – Vice-Chair
Bill O'Brien, Supervisor, County of Stanislaus, StanCOG
Joe Oliveira, Mayor Pro Tempore, City of Gustine, MCAG
Robert Poythress, Mayor, City of Madera, Madera CTC (phone)
Amarpreet Dhaliwal, Mayor, City of San Joaquin, Fresno COG
Judy Case, Supervisor, County of Fresno, Fresno COG
Paul Boyer, Councilmember, City of Farmersville, TCAG
Tom Jordan for Seyed Sadredin, SJVAPCD

List of Other Attending: Appendix A

1. Approval of August 31, 2011 Minutes

B. Spriggs

Bill Spriggs, Chair, opened the meeting with a round of introductions and a roll call to establish a quorum.

A motion was made by Mr. Amarpreet Dhaliwal to approve the minutes and seconded by Mr. Joe Oliveira. The minutes were approved.

2. Election of a New Chair and Vice-Chair

B. Spriggs

Mayor Bill Spriggs, current chair, moved to elect current Vice-Chair, Supervisor Allen Ishida, to take Chair. Mr. Spriggs then opened the floor to nominations for a new Vice-Chair. Paul Boyer nominated Robert Poythress and Judy Case seconded that motion. The motion passed.

Chair
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Ishida
Tulare County

Vice-Chair
Mayor Robert
Poythress
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Fresno Council of
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Transportation
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Governments

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Council of
Governments

Stanislaus Council
Of Governments

Tulare County
Association of
Governments



3. Informational Items

V. Harris

Mr. Vince Harris made a motion to move onto Discussion/Action items. Motion approved unanimously.

4. Tiger III Grant

V. Harris

Mr. Vince Harris informed the Policy Council that the Directors held a phone conference on September 29, 2011 and based on those discussions the directors present felt it was unfair not to provide letters of support to the Valley projects submitting applications for this grant. Mr. Harris felt it was unreasonable for the Directors to judge which applicants deserved support and the Directors' Committee agreed to write letters of support for all Valley projects.

Mr. Ishida informed the Policy Council that Tulare might withdraw its plan because the San Joaquin railroad has withdrawn its matching funds thereby making the project financially unfeasible. The railroad provided no explanation for rescinding its funds. Mr. Paul Boyer urged the Policy Council to still write a letter of support for the Tulare project in the event the project moves forward. Mr. Amarpreet Dhaliwal made the motion and Mr. Boyer seconded the motion. Motion passed.

5. 2010 Valleywide STIP

V. Harris

Mr. Bill O'Brien brought this item to the agenda as a discussion only. Mr. Vince Harris opened the discussion with an overview of the 2010 Valleywide STIP and summarized his staff report that addressed the need to establish a protocol whereby agencies are able to move project timelines to the outer years of the STIP where needed. Supervisor Judy Case expressed concerns that one county's choice to "swap" funds with another county outside the Central Valley – Santa Clara in this case – would negatively affect the progress of Central Valley projects and cooperation. Mr. Jesse Brown addressed her concerns and iterated that the protocol items would not impact Valley projects.

6. SR 99 Project Funding

V. Harris/J. Brown

Mr. Vince Harris provided background on SR 99 Bond Plan and went on to say that significant savings has been identified. Although exact numbers have not been confirmed, Mr. Harris indicated savings will be coming to Valley projects. The Tulare County Project has already been awarded monies and so Mr. Harris and Mr. Jesse Brown outlined a three point proposal between MCAG and StanCOG whereas: 1) both entities have agreed in principal to a funding strategy that would reprogram STIP, SR 99 Bond Savings, any future federal transportation stimulus funds, and local funds, to advance the AME project in Merced County and Kiernan/99 project in Stanislaus County; 2) Replace funding for existing State Route 99 Corridor Bond Program cost saving's projects with new funds from the President's Job Proposal or other stimulus funding. The new funds would allow the reprogramming of any existing SR 99 Bond savings to the next project(s) as follows:

a. Madera Ave 12/99 Interchange (*original Bond Program project in need of additional funds*)

1. Tulare, Tulare to Goshen Widening
2. Kern, Taft Highway Widening
3. Stanislaus, Kiernan/99 Interchange
4. Merced, AME Widening and Interchange
5. Kern, 7th Standard Road
6. Stanislaus, Pelandale Interchange
7. Tulare, Cartmill Avenue Interchange

and; 3). Re-rank the SR 99 Bond Savings project list with the Stanislaus Kiernan/99 project in the 3rd position and the Merced AME project in the 4th position (as shown above, previously both projects occupied the “3rd” position. Not all of the projects listed above were verbalized in the meeting).

Ms. Patricia Taylor brought attention to the Madera project that is now incomplete because SR 99 funding has become withheld from the project. According to protocol, the Policy Council will support the completion of the Madera projects (i.e. the project is to be made financially whole) before new projects are supported. The Policy Council urged staff to work with Madera and CTC to ensure funding is allocated to this project.

Discussion followed on fund-swapping with self-help counties. Supervisor Judy Case felt strongly that Central Valley projects need to take priority before swapping with other counties outside the Central Valley as such few funds are available in the current economic situation. Jesse Brown reiterated the importance of working together and getting all Valley projects completed. This might include working with counties outside of the Valley as long as the Valley also benefits. Supervisor Case made a motion to support the item, and Mayor Spriggs seconded the motion. Motion passed.

7. Central California Workforce Collaborative

K. Fairfax

Ms. Kristy Fairfax brought an information packet titled, “Workforce Needs for Public Infrastructure Projects” that was built out of \$8.2 million National Emergency Grant. Most of this grant money went to job training with \$225,000 to the Workforce Development Plan in Public Infrastructure. The first phase of the project involved data collection – some of which is included in the packet provided. Ms. Fairfax urged the Policy Council to review the statistical data and provide any feedback on inconsistencies or statistics that do not seem to be in line with the realities of our region. The second phase of this project will be establishing a leadership team. Ms. Fairfax wants to include the Policy Council in this phase as part of a permanent communication strategy along with Valleywide Workforce Investment Board.

8. Regional Energy Planning

M. Sigala

Mr. Michael Sigala presented a Draft Regional Energy Planning packet to the Policy Council. He explained the packet is a pre-planning roadmap on planning for investments on energy. He asked for the Policy Council’s support to continue his pre-planning work. Mr. Sigala also discussed the Strategic Growth Council as a possible funding source. Supervisor Judy Case raised a concern of depleting prime agriculture land due to solar farm expansion in the Central Valley and its’ relationship to the Williamson Act. Discussion ensued and Michael Sigala committed to including this thought into the Regional Energy Plan. Carol Whiteside spoke about 30,000 acres of solar development currently underway in the Valley. Mayor Dhaliwal made a motion to approve, seconded by Mayor Spriggs. Motion passed.

9. Policy Member Comments

a. Reverse Valley Voice

B. Spriggs

Mr. Bill Spriggs has had conversations with PG&E regarding the sponsorship of a “Reverse Valley Voice” whereas Washington D.C. representatives would visit the Central Valley to meet with our staff and perhaps other agencies to discuss local issues. Mr. Spriggs plans to talk with Washington D.C. representatives on their interest in such a trip and what commitment they could make to send staffers here to the Central Valley. Talks with PG&E will continue in regards to what funding the Council can dedicate to this. Mayor Spriggs would work with VLAC further on this item.

b. Meeting Location Change

A. Ishida

Mr. Allen Ishida addressed the December 9th meeting which conflicts with the Partnership meeting in Turlock. Mr. Ishida mentioned the value of considering moving the Policy Council meeting to Turlock so that both this Council and the Partnership can benefit from added participation. The Council agreed to move the December 9th meeting with Turlock with Vince Harris to find a venue suitable for both meetings.

10. Public Presentation

Carol Whiteside from California Strategies addressed the Policy Council on the issues and role of California Strategies suggesting there is a role for the Regional Policy Council in discussions on economic development. Ms. Whiteside highlighted several California Strategies projects and her work with the Great Valley Center in Modesto and its permanent home at University of California, Merced. Ms. Whiteside requested an expression of interest from the Policy Council allowing her to follow-up with more information on California Strategies as a possible partner and value added work in economic development. Additionally Ms. Whiteside mentioned the possibility of providing some seed money to help the Policy Council break into economic development projects.

Meeting adjourned at 3:02 pm

Appendix A: List of Others Attending

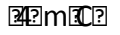
Terri King, KCAG
Jesse Brown, MCAG
Patricia Taylor, MCTC
Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Rob Terry, Fresno COG
Jose Flores, Fresno COG
Becky Napier, Kern COG
Robert Phipps, Kern COG
Rosa Park, Stan COG
Vince Harris, Stan COG
Andrew Chesley, SJCOG
Kim Anderson, SJCOG
Stacie Dabbs, California Partnership
Kristy Fairfax, Tulare Workforce Investment Board
Carrie Bowen, Caltrans
Carol Whiteside, California Strategies
Michael Sigala, SJV Coordinator/Sigala Inc
Rebecca Caporale, SJV Coordinator/Sigala Inc.

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DOE Awards \$12 Million to Spur Rapid Adoption of Solar Energy with the Rooftop Solar Challenge

Regional Teams Will Reduce Barriers, Serve As Models for Other Communities

December 01, 2011

As part of the U.S. Department of Energy's SunShot Initiative, today Energy Secretary Steven Chu was joined by Lynn Jurich, the president and co-founder of the solar power company SunRun, and Saint Paul Mayor Chris Coleman to announce \$12 million in funding for the awardees of the Rooftop Solar Challenge. The Challenge supports 22 regional teams to spur solar power deployment by cutting red tape—streamlining and standardizing permitting, zoning, metering, and connection processes—and improving finance options to reduce barriers and lower costs for residential and small commercial rooftop solar systems. This project is part of the Department's larger effort to make solar energy more accessible and affordable, increase domestic solar deployment, and position the United States as a leader in the rapidly-growing global solar market.

"Through this competition, the Energy Department is helping to unleash America's solar potential by investing in projects that will make it faster, easier, and cheaper to finance and deploy solar power in communities across the country," said Secretary Chu. "These awards will reduce the cost homeowners and businesses pay to install solar energy systems, while at the same time saving money and time for local governments faced with tight budgets."

The DOE SunShot Initiative is a collaborative national effort to make solar cost-competitive with other forms of energy by the end of the decade. Reducing the installed cost of solar energy systems by about 75% will drive widespread large-scale adoption of solar—fortifying U.S. leadership in the global clean energy race while spurring new industries and job creation across the nation.

Non-hardware, or "soft," costs like permitting, installation, design, and maintenance currently account for up to 40% of the total cost of installed rooftop photovoltaic (PV) systems in the United States. Across the nation today, there are more than 18,000 local jurisdictions with their own PV permitting requirements, land use codes and zoning ordinances; more than 5,000 utilities that are implementing standards for connecting and selling energy back to the energy grid; and all 50 states are developing their own connection standards and processes for supplying and pricing energy sold back to the grid. According to a report released earlier this year by SunRun, local permitting and inspection processes alone add about \$0.50 per watt, or \$2,500 per residential installation nation-wide.

Using a "race to the top" model, the Rooftop Solar Challenge incentivizes the regional awardees to address the differing and expensive permitting, zoning, metering, and connection processes required to install and finance residential and small business solar systems. The 22 diverse teams bring together city, county, and state officials, regulatory entities, private industry, universities, local utilities, and other regional stakeholders to clear a path for rapid expansion of solar energy and serve as models for other communities across the country.

The teams will implement step-by-step actions to standardize permit processes, update planning and zoning codes, improve standards for connecting solar power to the electric grid and increase access to financing.

See the [full list of awards](#).

[Printable Version](#)

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B-Roll

Calendar, January 2012 thru Fiscal Year 2013

San Joaquin Valley Regional Policy Council and Regional Transportation Planning Agencies

ITEM 8

Item 8

2012						
January						
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█	= Executive Directors' Committee Meetings
█	= Sacramento Valley Voice TBD
█	= Washington DC Valley Voice TBD
█	= Policy Council Meetings
█	= Fall Policy Conference TBD

INTRODUCTION

The San Joaquin Valley Regional Transportation Planning Agencies include the Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments. In 2006, the San Joaquin Valley Regional Planning Agencies expanded their Memorandum of Understanding to form a Regional Policy Council, comprised of two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

The Regional Policy Council, in coordination with the San Joaquin Valley Regional Transportation Planning Agencies, has established a San Joaquin Valley Legislative Platform that reflects the Regional Policy Council's priorities in state and federal legislative matters. The Legislative Platform provides guidance to the eight Valley Regional Transportation Planning Agencies and their lobbying partners when taking action on specific legislative proposals. The Platform is intended to provide a unified voice when communicating legislative issues of regional importance to the Valley's state and federal legislative delegation as well as to relevant state and federal agencies.

This brochure identifies the legislative priorities within different topic areas that are most important to the Regional Policy Council and the San Joaquin Valley Regional Transportation Planning Agencies for the upcoming legislative session.

**San Joaquin Valley Regional Transportation Planning Agencies
2012 Legislative Advocacy Priorities**

GENERAL PRINCIPLES

- □ Protect and enhance current state and federal funding levels for transportation related programs.
- □ Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS

- □ Continue to pursue federal and state support for the

projects and legislative priorities identified through the Regional Policy Council's advocacy program called "Valley Voice".

TRANSPORTATION

Funding – Federal

- □ Work with Caltrans, California Association of Councils of Governments, National Association of Regional Councils, and other interests to develop state and national principles and priorities that will be favorable to the San Joaquin Valley for the next Federal Surface Transportation Program.
- □ Support Federal Surface Transportation Program authorizations and FY 2011 appropriation requests for Valley Voice projects and priorities.

Funding – State

Support legislation to implement and maximize the San Joaquin Valley's regional share of bond funding provided by Proposition 1B (includes 99 Corridor improvements and local match programs), and Proposition 84 (includes the sustainable communities and climate change reduction grants).

- □ Oppose state project cost shifts or changes in responsibility to local transportation entities.
- □ Ensure that federal transportation planning funds are available to regional agencies throughout the year and are not made unavailable due to delays or changes in enacting the state budget.

- □ Oppose revisions to state transportation programming and funding reform legislation not consistent with SB 45 (1998).

Funding – Local

- □ Support legislation that lowers the threshold required to pass transportation initiatives to 55%.
- □ Continue to support legislation to authorize design/build and expand public/private partnerships and other innovative financing opportunities to fund transportation improvements.



Highway 99

- □ Continue to protect and solicit funding for Highway 99, a major trade corridor in the San Joaquin Valley.

Goods Movement

- □ Support goods movement legislation that includes the entire San Joaquin Valley region as a recipient of any new port container fees collected at the ports of Los Angeles, Long Beach and Oakland in order to mitigate the burden imposed by the overland movement of cargo through the San Joaquin Valley as related to the ports.
- □ Support including the Central Valley Trade Corridor in legislation pertaining to goods movement funding and programs and that identifies all eight San Joaquin Valley Regional Transportation Planning Agencies as stakeholders.

- □ Support legislation that would implement the San Joaquin Valley Goods Movement Action Plan.

- □ Support rail preservation through additional funding and policy changes at the state and federal level in the next Federal Surface Transportation Program, the annual budget appropriations, and in state and federal regulations and guidelines.

- □ Preserve and enhance short-haul rail as a vital tool for goods movement and air quality improvement throughout the state.

High-Speed Rail

- □ Support federal and state funding for the development of the high-speed rail system in California that serves the entire San Joaquin Valley.

- □ Support annual appropriation of Proposition 1A funding through the state budget.

- □ Support Amtrak as a complimentary service to the high-speed rail system.

- □ Support the San Joaquin Regional Rail Commission's efforts to extend commuter rail service from Merced to Sacramento and the Bay Area along the Altamont Corridor.

- □ Support the San Joaquin Valley as a test track for high-speed rail and support the location of a heavy maintenance facility in the San Joaquin Valley.

LOCAL AND REGIONAL PLANNING

Senate Bill 375 (2008)

- □ Ensure SB 375 clean-up legislation advances the Valley's transportation and land use goals.
- □ Advocate for funding through Proposition 84 and other sources, to adequately assist Regional Transportation Planning Agencies and local governments in implementation of SB 375.

- □ Advocate for expansion of California Environmental Quality Act (CEQA) streamlining for transportation projects that are consistent with a Sustainable Communities Strategy.

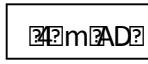
- □ Advocate for local agencies to be able to use the EIRs and EISs prepared for the Regional Transportation Plan and Sustainable Communities Strategy when performing project-level CEQA analysis for transportation projects. This will reduce the analytical burden and cost for transportation projects and eliminate duplication of effort.

Sustainable Communities

- □ Support legislation and administrative policies for continued support from state Prop. 84, federal HUD Sustainable Communities and other funding sources for comprehensive revitalization strategies and projects that enhance the long term prosperity of urbanized valley cities and communities.

Blueprint Planning

- □ Support consistent and ongoing funding in the state budget for the development, implementation, and update of regional blueprints.
- □ Support consistency with regional blueprints as a major factor in allocating bond funds from state agencies and in developing legislation and state policies on climate change.



Housing

- □ Support legislation that would provide flexibility for rural housing trusts in the San Joaquin Valley to better participate in the Proposition 1C Local Housing Trust Fund program.

- □ Support legislation and administrative policies for a fair share allocation of Prop 1C housing funds, and state funded CDBG programming for valley projects and programs.

Greenhouse Gas Emissions Targets

- □ The Valley MPOs reject the GHG emission targets adopted by the California Air Resources Board (CARB). Those targets were not based on the best information available from the regions. The Valley urges the CARB to work in concert with the Valley MPOs and with the best methodology available to re-evaluate the targets in 2012 or earlier.

ECONOMIC DEVELOPMENT

- □ Promote the inclusion of transportation funding in any proposal for a national economic stimulus package.

- □ Advocate for Department of Energy Conservation Block Grant Program funds to be utilized for regional energy planning purposes.

- □ Increase income caps in State and Federal grants so that qualified mid-income entrepreneurs may participate. Current guidelines provide financial aid for only those in the low to very low income brackets.

PROCESS STREAMLINING

- □ Support legislation and/or administrative reforms to streamline the federal and state government's project delivery process and to eliminate unnecessary and/or duplicative requirements.

- □ Support integrating state and federal environmental impact studies without compromising environmental standards, to avoid project cost increases that occur due to lengthy processes.

AIR QUALITY

- □ Support a new designation for the San Joaquin Valley as an Air Quality Enterprise/Empowerment Zone at the state and federal level.

- □ For any funds generated under a cap-and-trade program, support legislation that will provide adequate funding to disparately impacted regions such as the San Joaquin Valley for mitigating air quality or climate change impacts.

WATER QUALITY, SUPPLY, AND RELIABILITY FOR THE SAN JOAQUIN VALLEY

- □ Support the California Partnership for the San Joaquin Valley's Water Quality, Supply, and Reliability advocacy efforts. Their mission is to ensure a reliable, adequate quality water supply to sustain a high quality of life, and a world-class agricultural sector, while protecting and enhancing the environment.

CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

- □ Support efforts to provide a continuing stream of funding the California Partnership for the San Joaquin Valley.

OTHER

- □ Oppose unfunded federal and state mandates on local and regional governments.



Contact Robert Phipps, Kern Council of Governments for more information.
TEL: (559) 835-1111 FAX: (559) 835-1111

Re: 2012



Chair
Supervisor Allen
Ishida
Tulare County

Vice-Chair
Mayor Robert
Poythress
City of Madera

Fresno Council of
Governments

Kern Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

San Joaquin
Council of
Governments

Stanislaus Council
Of Governments

Tulare County
Association of
Governments

December 7, 2011

Commissioner Dario Frommer, Chair
California Transportation Commission (CTC)
1120 N Street (MS 52)
Sacramento, CA 95814

DRAFT

RE: 2011 Statewide Transportation Needs Assessment

24mAT2

Dear Commissioner Frommer and Members of the CTC,

As the appointed representative of and on behalf of the eight San Joaquin Valley (SJV) Metropolitan Planning Organizations (MPOs), we appreciate the leadership of the CTC in initiating the development of the needs assessment report. We also appreciate the work that the report team accomplished in gathering and documenting the considerable amount of data represented in the report. We would like to recognize and commend the staff of the San Diego Association of Governments (SANDAG) for the quantification and publishing of the data and particularly for assisting the San Joaquin Valley MPOs in adding our coordinated project list and map in the same context as those of the major metropolitan areas that were already included in the report.

While we agree philosophically with most of the recommendations of this report, we also extol the wisdom of the Commission in removing these recommendations in order to reevaluate the most egregious recommendation (Recommendation #4: *Create a Program Focused on Metro Mobility*). We appreciate that taking the time to develop a more inclusive set of recommendations that will benefit the entire state of California in our mobility improvements and in our efforts to secure funding to maintain and expand our multimodal transportation system is a valuable and necessary endeavor. We also look forward to participating in the development of those recommendations with expanded transparency.

The citing of established documents (such as the Smart Mobility Goals) in this report is an example of how information once published can take on a life of its own and be used as a springboard to establish “facts”, “needs”, or “measures” in other venues. Allowing these items to be published as currently stated is not accurate and has the propensity to further debilitate regions, particularly smaller MPOs and RTPAs, in adequately maintaining and expanding the statewide transportation system or providing adequate transportation facilities for their local system.

In order to be consistent with the intent of the needs assessment report and “*to identify related funding requirements that will allow local, state, and regional transportation agencies in California to present a consistent message when communicating statewide needs for preserving, expanding, maintaining, and operating the state’s transportation system*” we submit the following comments.

Needs Analysis and Project Representation (Lists and Maps)

The information requested from the SJV MPOs was for the Regional Transportation Plan (RTP) constrained list of projects that represent our transportation investment for the next ten years. At the same time we note that the report states that the identified revenues of “\$242.4 billion” represent only “*about 45 percent of the overall estimated costs of projects and programs that were identified in the needs*”. This would indicate that while the SJV MPOs were requested to submit only the constrained list of projects; that other regions were not held to an equitable standard. We agree with the concept of submitting actual needs, but each region should be represented at the same level. To consider only the constrained project inventory is to display only a portion of the needs of the transportation system. An unconstrained list with a limited

number of projects per region would enhance the understanding of the priority needs of the state's transportation system. Documenting unfunded project needs would also be most useful in an effort to find additional transportation funding sources.

Performance Analysis

California is as geographically and demographically diverse as several countries that may or may not share common borders. The diversity of needs related to these factors should be highlighted. We therefore agree with the report's finding that *"the need for additional research in the area of performance analysis, as well as improvements in standards for reporting such information"* is necessary. The needs and performance analyses should be established on an economy of scale and should not compare regions that have no similarity. Employing a standard that recognizes mobility and connectivity would encompass the needs for transportation improvements in areas that do not base their planning focused on the single element of congestion. This may be an effective start.

Interregional Mobility and Goods Movement

Interregional mobility is crucial in California for economic development as well as personal travel. The improvement of the interregional road system (IRRS) and the addition of routes that receive a significant amount of interregional and alternate route travel to that system is important for interregional travel. Many of these IRRS roads and state routes through smaller urbanized and rural areas are the chosen routes for goods movement by truck. *"Truck traffic exacts a greater toll on pavement and bridges than lighter weight vehicles, so increasing truck traffic will accelerate the deterioration of the transportation infrastructure."*

Truck traffic is also a factor in air quality management, congestion, connectivity, and mobility. That said, the performance evaluation for goods movement should include not only air quality and congestion relief, but also structural maintenance, connectivity, economic benefit, and export value. We also recommend that a project approval/permitting analysis process be implemented that ties expansion of goods movement capacity to the impacts to the relative highway systems.

Funding for goods movement should recognize that all goods, both from the field and from the ports, typically travel on the IRRS and state highway system more than three times the distance through smaller urbanized and rural areas than in the major metropolitan areas. The SJV produces more than 2.5 times the amount of agricultural goods as the rest of California combined, yet the SJV was not included on the goods movement map. We also request that this be resolved.

Environmental Stewardship and Accelerated Project Delivery

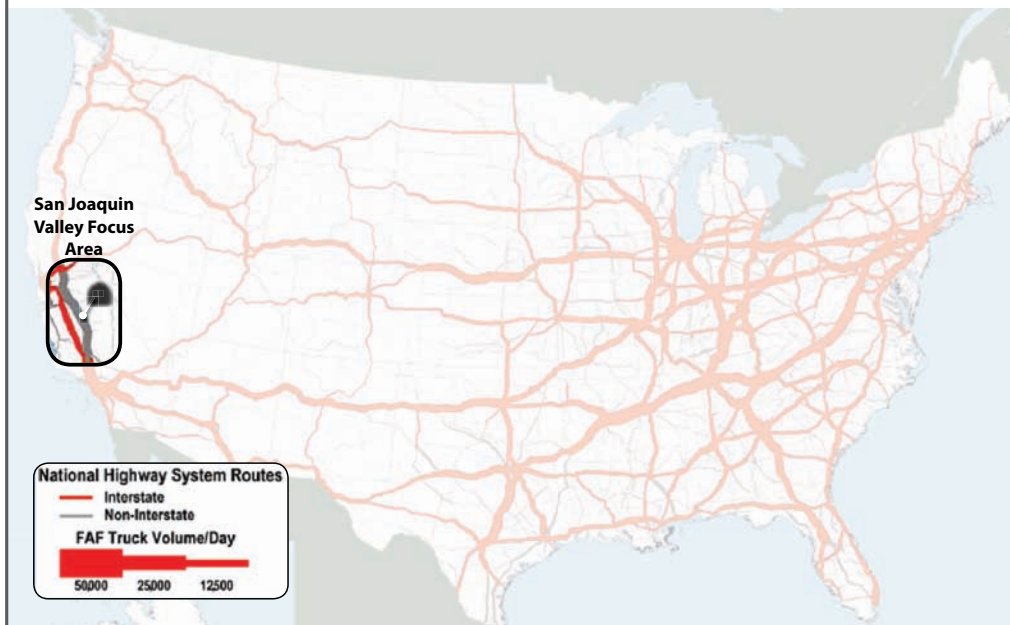
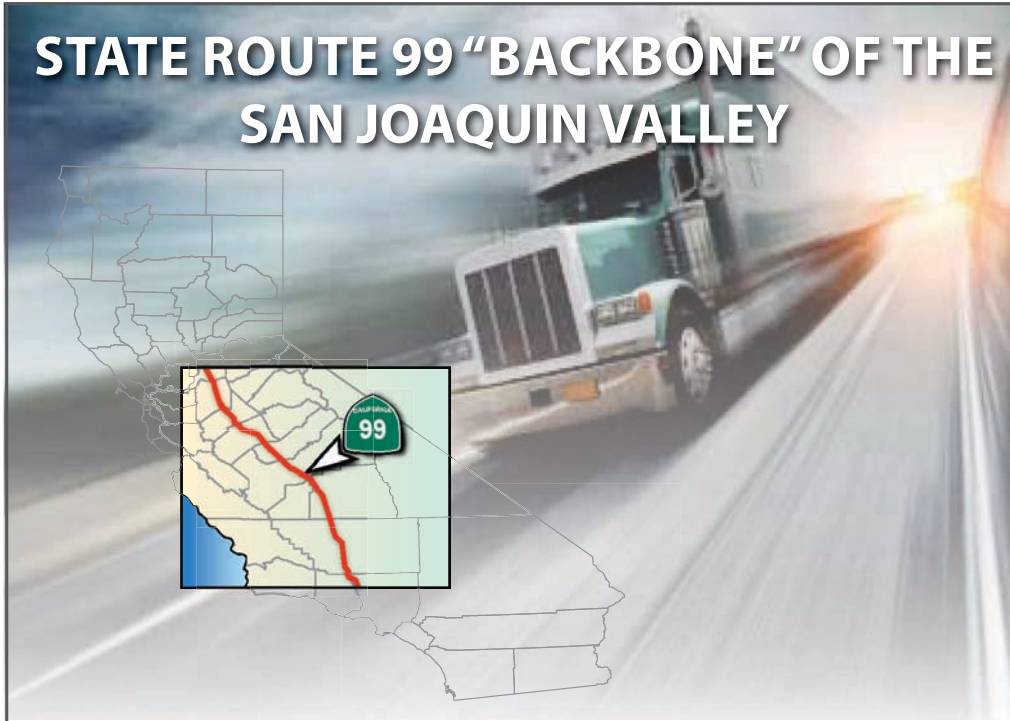
The SJV MPOs applauds the position of the needs assessment report in the recommendations regarding the streamlining of environmental analysis and clearances for projects. We would add the recommendations that the nexus between the California Environmental Quality Assessment (CEQA) and the National Environmental Protection Act (NEPA) be brought to completion and that the CEQA legal standard be brought to the level specified by NEPA, which would further accelerate project delivery schedules and reduce the current scale of litigation that delays project delivery while increasing project cost. We would caution, however any discussion of land use-transportation planning without the involvement of representatives of the land use authorities.

Finally, we applaud the CTC for its leadership in initiating the 2011 Statewide Transportation Needs Assessment, the Executive Committee, all of the MPO and RTPA representatives that submitted the data, and the SANDAG Staff that collated the data into an impressive report. Although we seek improvement in the representation of some data and some modifications in the direction of the report, we appreciate the effort that has been committed. We hope that our recommendations lead to a more comprehensive representation of the needs of all of California and that this document can become a position for the transportation community to submit to our state legislators and to our federal representatives to explain the actual transportation needs in our state.

Sincerely,
Allen Ishida, Chair
Tulare County Supervisor

STATE ROUTE 99 "BACKBONE" OF THE SAN JOAQUIN VALLEY

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STATE ROUTE 99, THE BACKBONE OF THE SAN JOAQUIN VALLEY

State Route 99 is the transportation backbone of the San Joaquin Valley. A high rate of growth in the area is quickly using and exceeding the capacity of this corridor. It is clear that to maintain the corridor's ability to support ongoing development, facilitate efficient goods movement, and improve the quality of life in this fast-growing region, a substantial investment is needed to maintain and improve the corridor.

Due to connections with major population centers along State Route 99, many goods movement-oriented industries (such as food processing and warehousing and distribution) are located proximate to the highway. State Route 99 is therefore the preferred route, and the only practical route, for truck service *within* the San Joaquin Valley. For much of its length, State Route 99 is two lanes in each direction, which can cause congestion in the busier urban areas and where the three-lane sections narrow. There also are a number of older interchanges, and on-and off-ramp locations that are difficult for large modern trucks to negotiate.

State Route 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The Annual Daily Traffic (ADT) for State Route 99 ranges from a current level of 38,000 vehicles near Chowchilla in Madera County to over 100,000 vehicles in Bakersfield, Fresno, Modesto, and Stockton. The projected traffic volumes in 2030 are expected to range from 84,000 to 217,000 vehicles per day. This compares with truck traffic accounts for anywhere from 10 percent in central Fresno to nearly 30 percent in north Bakersfield in Kern County. The statewide average for truck volumes is about 9 percent. Tonnage of goods moved on State Route 99 is approximately 157 billion tons total per year, which represents approximately \$111 billion per year of goods movement.

Reduced speeds and bottlenecks along the State Route 99 corridor are indications that its current capacity is not adequate to meet demand, especially during commute hours in urbanized areas. Some additional lanes have been added to State Route 99 in recent years, but congestion persists due to increases in ADT, increases in traffic merging on and off the freeway, and a large percentage of truck traffic. This extra stress on aged pavement, along with the lack of adequate funding to reconstruct the pavement, is the single most significant factor contributing to the current poor pavement conditions. Complete pavement reconstruction is the best long-term solution; however, the length of time it takes for reconstruction, consequent traffic delays, and the high cost make this strategy problematic.

The San Joaquin Valley

Located in the central part of the State of California, the San Joaquin Valley (SJV) is composed of eight Counties, including Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin. There are 62 cities located in the SJV, including the major Cities of Fresno, Bakersfield, Modesto, and Stockton. The current population in the SJV is nearly 4 million people, accounting for about 11 percent of the total statewide population. The County has a diverse internal economy and also plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

Despite the current national recession, the population of the San Joaquin Valley has grown over 20 percent in the last 10 years, gaining nearly 700,000 additional residents since 2000. For context, if the SJV were a state, it would rank as the sixth fastest growing in the United States – faster than California, or the National average. By 2040, the San Joaquin Valley's population is expected to grow to nearly 8 million people, more than doubling the existing population.

This population growth will be accompanied by increased activity in certain goods movement-dependent industries, such as construction, retail, and wholesale trade. These trends will create pressure on the transportation system, as well as contribute to

President's Export Initiative: To help promote U.S. exports around the globe, The President of the United States signed an Executive Order in 2010 with the goal to double exports from the United States within five years by working to remove trade barriers abroad and helping firms domestically overcome hurdles to entering and expanding in overseas markets.

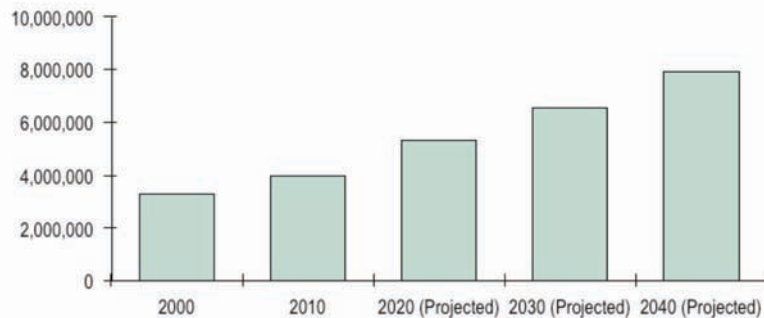
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Source: <http://www.whitehouse.gov/the-press-office/executive-order-national-export-initiative>.

... 2000 2010 2020 (Projected) 2030 (Projected) 2040 (Projected)

U.S. exports to China, 2000-2040 (Projected)



U.S. exports to China

... 2000 2010 2020 (Projected) 2030 (Projected) 2040 (Projected)

of the total), agriculture (\$13 billion or 24 percent of the total), and manufacturing (\$12 billion or 21 percent of the total).

The region's \$35 Billion in agricultural and resource production is the largest in the world, and will continue to grow. However, it will be accompanied by rapid growth in the industrial, commercial, and distribution sectors. Together, these sectors currently provide almost 600,000 jobs- and are anticipated to grow to over 780,000 jobs by 2035. The region currently accounts for over 8 percent of the total GDP for the State of California. The San Joaquin Valley provides nearly 50 percent of the State's agricultural output (\$13 billion dollars), and 25 percent (over \$5 billion dollars) of the State's total output for mining and mineral extraction.

Increasingly, the San Joaquin Valley is supplanting the Bay Area, the Los Angeles Basin, and the Inland Empire as a cost-effective place to locate transportation and distribution facilities, and a generator of jobs, GDP, and export materials that support the California and National economies.

For agricultural commodities, the SJV includes 6 of the Top 10 Counties in the State for total value of agricultural production, including the top 2, Fresno County (which produces over \$5 billion of crop value yearly) and Tulare County (which produces over \$4 billion).

Top Agricultural Producers in the SJV

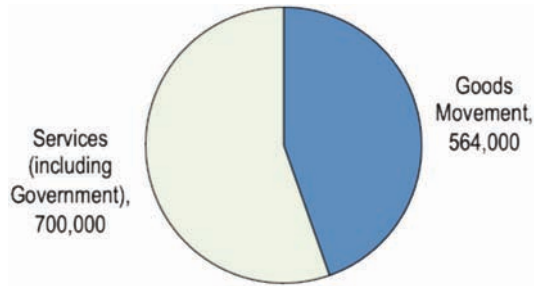
Rank	County	Crop Value (in Thousands)	Major Commodities
1	Fresno	\$5,372,009	Grapes, Tomatoes, Poultry, Almonds, Cattle and Calves
2	Tulare	\$4,046,355	Milk, Oranges, Grapes, Cattle and Calves, Corn
4	Kern	\$3,606,356	Grapes, Milk, Vegetables, Almonds, Pistachios
5	Merced	\$2,460,474	Milk, Chickens, Almonds, Cattle and Calves, Sweet Potatoes
6	Stanislaus	\$2,310,071	Milk, Almonds, Chickens, Cattle and Calves, Tomatoes
7	San Joaquin	\$2,000,474	Grapes, Milk, Cherries, Tomatoes, Walnuts
11	Kings	\$1,304,783	Milk, Cotton, Cattle and Calves, Processing Tomatoes, Pistachios
14	Madera	\$963,128	Grapes, Almonds, Milk, Pistachios, Cattle and Calves
All Counties		\$22,063,650	

Source: California Agricultural Resource Directory, 2010-2011.

Valley Employment

In 2010, there were about 1.2 million people employed across all sectors in the San Joaquin Valley. Of this total, over 44 percent (564,000 jobs) are associated with goods movement-dependent industries. This is a particularly high proportion of employment, even compared with other regions where goods movement activities play an important role in the economy. Within goods movement-dependent industries, jobs associated with farming/ agriculture currently account for over a third of the employment in the San Joaquin Valley (over 187,000 employees).

Proportion of Goods Movement-Dependent Industries in the SJV (2010)



The San Joaquin Valley regional transportation planning agencies (Valley RTPAs) have organized in response to the need to address certain issues of valley-wide concern. Air quality, regional transportation planning, freight and goods movement and certain rail issues in particular require a broader more coordinated approach to planning.

In 2006, the **Regional Policy Council** was established to discuss and build regional consensus on issues of Valley importance. The Council consists of two elected officials and one alternate appointed from each of the regional planning agencies' policy boards. The Policy Council provides guidance on common interregional policy issues and also represents the San Joaquin Valley at public forums, and Federal and State legislative bodies to demonstrate a common voice from the San Joaquin Valley.

The Valley RTPAs and Regional Policy Council *work collaboratively* with the San Joaquin Valley Air Pollution Control District, Caltrans, the California Transportation Commission, the California Partnership for the San Joaquin Valley, National Association of Regional Councils, FHWA, CA High Speed Rail Authority and others engaged in regional planning processes.

Recent collaborative projects include: SJV Blueprint Planning, HUD Sustainable Communities, Proposition 84 SCS planning, SJV Interregional Goods Movement Plan, Valley Voice Sacramento and DC advocacy trips, SJV Regional Energy Planning and many others.

Services (including Government), 700,000

Goods Movement, 564,000

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 The San Joaquin Valley regional transportation planning agencies (Valley RTPAs) have organized in response to the need to address certain issues of valley-wide concern. Air quality, regional transportation planning, freight and goods movement and certain rail issues in particular require a broader more coordinated approach to planning.

STATE ROUTE 99 IMPROVEMENTS – “99 BUSINESS PLAN”

State Route 99 is identified as a “Major International Trade Highway Route” in the California “Goods Movement Action Plan,” dated September 2005. The State Route 99 capacity and operational improvements identified in the **Route 99 Business Plan** are consistent with the “Goods Movement Action Plan” and represent a key contribution toward improving the efficiency of goods movement.

Working in collaboration with the eight Regional Transportation Planning Agencies of the San Joaquin Valley, Caltrans completed the *Route 99 Master Plan* that includes a *Business Plan Element* and an *Enhancement Plan Element* dated December 7, 2005 for the 274-mile segment of State Route 99 from its junction with Interstate 5 in Kern County, to the northern limits of San Joaquin County.

The 99 Business Plan is a “nuts and bolts” approach to achieving the functional goals for the corridor. By clearly identifying Caltrans’ long-term goals—and a corresponding list of prioritized projects to achieve those goals—the ability to make funding decisions regarding the corridor as a whole will be much easier. This Business Plan Element was developed to provide a guide for decision makers as they address the needs of this developing corridor.

The 99 Business Plan identifies 70 improvement projects for State Route 99 totaling an estimated \$6.4 billion. Projects are prioritized by the following categories:

Priority Category 1—Freeway Conversion

Priority Category 2—Capacity-Increasing Projects

Priority Category 3—Major Operational Improvements

Priority Category 4—New Interchanges

With available STIP (State Transportation Improvement Program), SHOPP (State Highway Operation and Protection Plan) and State Proposition 1B funding, all of the Priority Category 1 projects have been completed or are fully funded. The following project list for critical upgrades to State Route 99 was derived from unfunded Proposition 1B Bond Projects and Category 2 projects from the 99 Business Plan.

The project list below identifies 29 regionally significant projects totaling \$2.9 billion, that if funded, will dramatically increase economic activity, while improving air quality throughout the San Joaquin Valley.

State Route 99 is the transportation backbone of the San Joaquin Valley. A high rate of growth in the area is quickly using and exceeding the capacity of this corridor. It is clear that to maintain the corridor’s ability to support ongoing development, facilitate efficient goods movement, and improve the quality of life in this fast-growing region, a substantial investment is needed to maintain and improve the corridor. It is our opinion that significant investment in State Route 99, as well as improvements in other significant highway corridors, will significantly increase the capacity and safety of State Route 99, thus improving and ensuring the Valley’s long-term economic growth and stability.

2023-2024 Statewide Transportation Program - Highway Construction Projects

#	County	Location	Project Description	Total Project Cost
1	Madera	Ave 12/99	Interchange	\$6,400,000
2	Tulare	Tulare to Goshen, (phase 1 of 3)	Widening	\$46,000,000
3	Kern	Taft Highway	Widening	\$42,000,000
4	Stanislaus	Kiernan/99	Interchange	\$46,500,000
5	Merced	AME (entire phase 1A)	Widening & Interchange	\$118,400,000
6	Kern	7th Standard Road	Widening	\$12,100,000
7	Stanislaus	Pelandale	Interchange	\$44,000,000
8	Tulare	Cartmill Ave	Interchange	\$5,000,000
9	Kern	Bear Mountain Blvd/SR 119	Widening	\$52,000,000
10	Kern	SR 119 to Wilson Rd	Widening	\$58,000,000
11	Tulare	Kern Co. line to south of Tipton	Widening	\$195,000,000
12	Tulare	South of Tipon to Ave 200	Widening	\$137,500,000
13	Tulare	Ave 200 to Prosperity Ave	Widening	\$203,000,000
14	Tulare	Tulare to Goshen, (phase 2 of 3)	Widening	\$84,000,000
15	Fresno	Central Ave to Jensen Ave	Widening	\$47,100,000
16	Fresno	Jensen Ave to Ashlan Ave	Widening	\$215,000,000
17	Madera	Ave 7 to Ave 12	Widening	\$81,400,000
18	Madera	Ave 12 to Ave 16	Widening	\$117,800,000
19	Madera	Ave 16 to Ave 21 1/2	Widening	\$90,300,000
20	Madera	SR 152 Interchange to Merced Co. line	Widening	\$92,300,000
21	Merced	South of Childs Ave to Weber Canal	Widening	\$260,000,000
22	Merced	Hammatt Ave to Stanislaus Co. line	Widening	\$67,500,000
23	Merced	Buhach Rd to West Atwater OH	Widening	\$248,900,000
24	Stanislaus	Mitchell Rd to Hatch Rd	Widening	\$155,000,000
25	Stanislaus	Hatch Rd to Tuolumne Blvd	Widening	\$85,000,000
26	Stanislaus	Tuolumne Blvd to Kanas Ave	Widening	\$100,000,000
27	Stanislaus	Kanas Ave to Carpenter Rd	Widening	\$60,000,000
28	Stanislaus	Carpenter Rd to San Joaquin Co line	Widening	\$73,000,000
29	San Joaquin	Harney Rd to Sacramento Co line	Widening	\$180,000,000
				\$2,923,200,000

Note - Only projects 1 thru 8 are ranked in priority order.

2023-2024 Statewide Transportation Program - Highway Construction Projects

ECONOMIC IMPACT OF STATE ROUTE 99 IMPROVEMENTS

The planned improvements in the 99 Business Plan will improve access between the major markets along its route. Improved access will lead to a reduction in travel times between the San Joaquin Valley's major cities such as Stockton, Modesto, Fresno and Bakersfield. This will lead to greater productivity, a reduction in transportation cost, and more competitive pricing for goods produced or shipped to or from the San Joaquin Valley. As the competitiveness of the region increases, the region becomes more attractive for new business location and existing businesses will increase output as their products become more attractive to buyers. This will lead to employment growth and the creation of additional wealth.

A July 2009 economic analysis study of State Route 99 concluded that the full build out of project improvements as detailed in the 99 Business Plan would produce the following impacts:

- 25,495 permanent jobs
- \$129 billion in Gross Regional Product
- \$207 billion in Output
- \$56 billion in Disposable Personal Income
- 1,746 construction jobs
- \$6 billion in Gross Regional Product from construction
- \$9.4 billion in total Output from construction
- \$4.8 billion in Disposable Personal Income from construction
- \$8.7 billion in state income tax generated
- \$1.9 billion in state sales taxes generated

POLICY RECOMMENDATIONS

1. FUND THE PRIORITY STATE ROUTE 99 IMPROVEMENT PROJECTS AND OTHER REGIONALLY SIGNIFICANT PROJECTS THROUGH THE NATIONAL FRIEIGHT PROGRAM

The proposed Transportation Reauthorization Bill from the Senate (Map 21) details a new National Freight Program with \$2 billion in funding. US DOT is directed to establish a primary freight network consisting of 27,000 miles of key freight corridors. States can use funds for highway projects that improve freight movement with a focus on the primary freight network and key rural freight corridors. US DOT must also develop a National Freight Strategic Plan, which will analyze performance and conditions on the primary freight network, identify bottlenecks, estimate future freight volumes and identify best practices for mitigating impacts of freight movement on communities. The Priority Improvement Projects identified for State Route 99, and other regionally significant highway corridor projects, directly meets the freight movement objectives of this new proposed program.

2. FUND THE HIGH PRIORITY CORRIDOR PROGRAM

Beginning with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), corridors have been designated in Federal transportation legislation as high priority corridors on the National Highway System (NHS) for inclusion in the 163,000-mile approved NHS as specific routes or general corridors. The ISTEA designated 21 corridors. Subsequent legislation added additional corridors and by the end of 2005, there were over 80 such corridors. Various sections for SAFETEA-LU provide funds for these high priority corridors. For example, formula funds for the NHS, STP, Bridge Program, the Coordinated Border Infrastructure Program and in certain instances, Interstate Maintenance may be used to fund improvements to high priority corridors. Direct Funding for the High Priority Corridor Program needs to be programmed in the reauthorization bill. State Route 99 is designated as High Priority Corridor #54.

3. DIRECT FUNDING TO ECONOMICALLY DISTRESSED REGIONS

SAFETEA-LU provided funding to improve transportation and economic development of the economically distressed regions. The San Joaquin Valley is a 27,000 square mile geographic region with a population of four million residents. It is home to chronic unemployment, disproportionate levels of poverty, poor air quality and the fastest growing population in California. It is our belief that a well-coordinated capital program for the Valley such as implementing the Priority State Route 99 Improvement Projects, and other regionally significant projects, merits special consideration as a "Regional Program" as afforded to the Appalachia, Delta, and Denali geographic regions under SAFETEA-LU.

4. DIRECT FUNDING TO NON ATTAINMENT AIR QUALITY AREAS

Despite significant progress, the San Joaquin Valley continues to be severely impacted by adverse air quality and is in severe non-attainment of several federal and state air quality standards for particulates and emissions. The Valley's non-attainment status leads to a number of negative health and economic impacts. A recent study by California State University, Fullerton estimates the annual value of the impacts from air pollution at \$5.6 billion. In order to attain the standards and avoid the negative health and economic impact, the Valley will need to achieve significant emissions reductions beyond those obtained through existing federal, state, and local regulatory programs.

Guarantee \$2 billion annually for the National Freight Program or the High Priority Corridor Program with priority for those areas listed as "moderate and above" 8-Hour Ozone nonattainment and PM2.5 nonattainment areas.

Memo

To: SJV COG Director's
From: Rob Terry
CC:
Date: 11/22/2011
Re: **Prop 84 Round 2 Grant Funding**

Item 15

Round 1 Background:

In December 2010 the Fresno COG, on behalf of the eight RPAs of the San Joaquin Valley, was notified of success on its Prop 84 Round 1 grant application from the Strategic Growth Council for \$1,000,000. As agreed upon by the Director's, this grant is providing for SCS outreach activities (as Task 1; 19% of the total funding); will provide circuit planner assistance for the 46 smaller cities of the San Joaquin Valley regarding integration of the Blueprint Planning principles into their general plans and local ordinances (as Task 2; 53% of the total funding), and provide for Greenprint Planning activities (as Task 3; 28% of the total funding).

SCS Outreach is slated to begin in early 2012, following SB375 Task Force actions and the One Voice trip. A committee comprised of all eight of the Valley RPAs has recently selected URS Corporation for consultant service to perform Blueprint integration work, and the Greenprint steering committee activities continue to move forward as scheduled in the work program. The Strategic Growth Council continues to be impressed with the unified planning methods being utilized by the Valley in this project.

Round 2 Options:

In November, 2011, the Strategic Growth Council announced the release of the Round 2 Solicitation of Prop 84 Grant Funding. The general consensus of the those involved project managers throughout the Valley COGs is that the preferred manner in which to approach Round 2 is in a similar fashion as Round 1; collectively as a region. The indication is that the Strategic Growth Council was very supportive of our joint efforts in Round 1, and furthermore desires to see such efforts continue in Round 2. Staff recommends the Director's give their approval and support moving forward in a concerted effort, allowing staff to prepare a Round 2 grant application (proposals are due to the Strategic Growth Council by February 15, 2012). The first step in the process is to identify, in brief, the desired program overview and objectives. Available funding ranges from \$100,000 to \$1,000,000 per grant. Among the many activity options that could be included in a joint Round 2 application are:

- SCS Completion assistance
- Greenprint Planning and implementation
- Circuit Planner/Blueprint implementation
- Modeling re-validation; identified data need gaps
- 2018 RTP preparation

With the Director's approval, Valley staff members will jointly formulate a proposal including items such as those above which will best serve the Valley as a whole. The Director's should expect to see a draft of said proposal, including the program overview, objectives, products and tasks at the February 2, 2012 Director's meeting, prior to its submittal to the SGC.

San Joaquin Valley Regional Policy Council



DATE: December 9, 2011

TO: SJV Regional Policy Council

FROM: Michael Sigala, Valleywide Coordinator

RE: Strategic Growth Council Planning Grant Application for the Regional Energy and Economic Development Roadmap

Item 15

At the October 13, 2011 Regional Policy Council (Council) meeting, the draft Regional Energy and Economic Development Road Map concept and planning document was presented to the Council for acceptance and authorization to proceed targeting various funding applications for implementation including Planning Grants currently made available through the Strategic Growth Council (Proposition 84).

As you recall, over the past 12 months, Director's Committee staff, in close collaboration with the San Joaquin Valley Clean Energy Organization (a non profit of the California Partnership) and the National Association of Regional Councils (NARC), has conducted multiple meetings and outreach with private and public sector partners throughout the San Joaquin Valley. These efforts have led to a draft Regional Energy and Economic Development Road Map that will draw on local, statewide and national talent to "map" the proposed investments and opportunities, which will provide economic development decision makers with long-term, sustainable and coordinated growth options for our energy investments. A potential outcome of this planning effort could include increased and coordinated energy investments in the Valley.

Public and private sector partners in the planning process have also included Cal State Bakersfield, Cal State Fresno, UC Merced, Southern California Edison, Pacific Gas & Electric, and Economic Development Corporations, and Workforce Investment Boards from all eight Valley counties.

The San Joaquin Valley Regional Transportation Planning agencies, the SJV CEO and NARC are proceeding, along with our many valley partners, in drafting an application for funding from the Strategic Growth Council. The funding application deadline is February 15, 2012.

The application for funding may require a resolution from the Council. A sample resolution is attached to this staff report. The action today is to accept and adopt a resolution approving the filing of an application and authorizing the SJV RTPA Chair to execute program documents.

Memo

Item 16

To: SJ Valley COG Directors and Regional Policy Council

From: Andy Chesley, SJCOG Executive Director and Wil Ridder, SJCOG Senior Regional Planner

Date: November 29, 2011

Re: Coordinated SJ Valley 2012 STIP and Amendments

Over the last several months staff members from the San Joaquin Valley COGs have been working together to develop a coordinated programming proposal for the 2012 State Transportation Improvement Program (STIP). Similar to the 2010 San Joaquin Valley Coordinated STIP, the goal of the 2012 proposal has been to balance the collective annual programming capacity of all eight COGs against the programming priorities of each COG that may exceed or be below the individual annual programming shares. The subsequent benefits of the coordinated STIP include:

- Keeps earlier year programming capacity not planned to be used by some Valley COGs available to other Valley COGs and not simply the rest of the state, noting that several COGs have or are delivering some STIP projects with other funds
- Enables some Valley COGs with only one project to maintain them in current programming years
- Positions the Valley COGs to better gain CTC approval of specific programming requests than on an individual basis by demonstrating 8-county and two Caltrans District coordination
- Valley coordination puts us on something of an equal footing with multi-county MPOs that generally are able to manage their STIPs to maximize their benefit.

It is important to note that the SJ Valley STIP is only a coordination of annual STIP programming capacity between the eight COGs and not a binding agreement of exchanges in actual STIP shares between the COGs. As such, no action beyond the individual COGs' adoption of their independent RTIPs is required to support the coordination.

Guidelines for Biennial STIP Updates and STIP Amendments

In an effort to better ensure that the programming benefits achieved in the coordination of the biennial updates of the STIP are maintained as part of ongoing STIP amendments, the COG Directors have requested the development of coordination guidelines. The attached guidelines have been developed to address both the intended ongoing coordination of COGs participating in the biennial STIP updates as well as the independent authority of each COG in adopting the biennial STIP and STIP amendments. These guidelines recognize the participation of each COG in the coordinated biennial STIP update as a

voluntary decision. For those COGs that participate in the coordinated biennial STIP update, there would be a commitment to continue the coordination of ongoing STIP amendments as possible with the option for all COGs to participate in STIP amendments as they choose. However, if concurrence cannot be reached by the COG Directors on programming priorities for STIP amendments, each COG maintains its ability to process STIP amendments independently.

2012 STIP Update and Amendment Considerations

Based upon the meeting of the SJ Valley STIP coordinators on November 22nd, there are several outstanding issues impacting the development and support of the 2012 SJ Valley coordinated STIP proposal. These include:

1. Role of the Regional Policy Council in the approval of both the biennial STIP updates and STIP amendments – Should the Regional Policy Council have a role in the STIP coordination?
2. Incorporation of individual COG share advances in the coordinated biennial STIP – Should share advances be incorporated and if so, what limits and priorities for projects?
3. Achieving biennial STIP coordination without balancing the individual COG programming requests with the collective annual programming capacity – Should a “coordinated STIP” be submitted by the SJ Valley when individual COGs cannot agree to balance individual project priorities with the collective STIP share targets?

At the December SJ Valley COG Directors meeting, SJCOG staff will present the status of the 2012 coordinated STIP proposal to support the discussion of these considerations. At the current time a coordinated STIP proposal that balances the individual COG programming requests with the collective annual programming capacity is still outstanding. Several COGs are continuing to communicate with Caltrans and their local agency partners to explore alternative programming years to better balance the collective programming capacity. Any updates of the coordinated 2012 STIP proposal will be provided at the December SJ Valley COG Directors meeting.

San Joaquin Valley STIP Coordination Guidelines

Biennial STIP Updates

Each regional agency is responsible for its adoption of a Regional Transportation Improvement Program (RTIP) to submit to the CTC.

The San Joaquin Valley STIP is only a coordination of annual STIP programming capacity between the regional agencies and not a binding agreement of exchanges in actual STIP shares between the regional agencies. As such, no action beyond the individual agencies' adoption of their independent RTIPs is required to support the coordination.

If a regional agency deems it is in their best interest to coordinate with any or all of the other seven San Joaquin Valley regional agencies they are invited to do so.

For those agencies choosing to coordinate with other San Joaquin Valley regional agencies:

- Establish a schedule to support the coordination efforts with respect to the STIP update schedule adopted by the California Transportation Commission.
- Elect a participating agency to facilitate the coordination effort.
- Each agency prepares a RTIP submittal based on its individual county minimum amounts and carryover. This could be called a preliminary draft.
- The preliminary draft would identify changes of existing projects and any unused capacity.
- Each agency shares their preliminary draft with all other participating regional agencies.
- STIP coordinators would meet to assess the ability to advantage the position of all agencies through a coordinated STIP.

If it is determined that a coordinated San Joaquin Valley STIP can be accomplished to the advantage of all participating agencies:

- The coordinated STIP programming would be presented to the San Joaquin Valley COG Directors for approval.
- STIP coordinators would develop coordination language and a final coordinated programming spreadsheet to be included in each agency's individual RTIP.
- Each agency would adjust their region's individual RTIP to coincide with the coordinated STIP and include both the coordination language and final coordinated programming spreadsheet in their RTIP.
- An effort will be made to track each region's programming changes to ensure equity in future coordination efforts through either STIP updates or amendments.

If it is determined that a coordinated San Joaquin Valley STIP cannot be accomplished to the advantage of all participating agencies, regional agencies may continue to choose to coordinate STIP amendments.

STIP Amendments

Each regional agency that participates in the coordinated San Joaquin Valley STIP agrees to further coordinate ongoing amendments of their RTIP between biennial STIP updates. Regional agencies not participating in the coordinated San Joaquin Valley STIP may choose to participate in coordinated STIP amendments if they deem it is in their best interest to do so.

Coordination of STIP amendments is only a coordination of annual STIP programming capacity between the regional agencies and not a binding agreement of exchanges in actual STIP shares between the regional agencies. As such, no action beyond the individual agencies' adoption of their independent RTIP amendments is required to support the coordination.

Coordination of STIP amendments is not required if a regional agency is amending their RTIP without changes in annual programming capacity that could be used by the other agencies. An example of such a situation would be when a regional agency delays one project and advances another project of equal cost in their RTIP for a revenue neutral impact of annual programming capacity.

If a regional agency identifies the need to amend their RTIP with a resulting availability of programming capacity:

- The regional agency will send to each of the 7 other San Joaquin Valley COG Directors and their respective STIP coordinators a notice of the proposed amendment to the STIP at least one month prior to the deadline for the regional agency to submit their amendment to Caltrans according to the CTC preparation schedule.
- The other regional agencies will have an opportunity to comment on whether there is a potential for a companion STIP amendment submittal. This would take place within 7 to 10 business days.
- Should the potential exist, a teleconference will be held among the STIP coordinators within 5 business days with the objective of maintaining STIP programming capacity in the San Joaquin Valley.
- The coordinated STIP amendment would be presented to the San Joaquin Valley COG Directors for recommendation to the CTC.

If concurrence can be reached by the San Joaquin Valley COG Directors, the regional agencies participating in the coordinated STIP amendment will organize a meeting with CTC staff to ensure the appropriate recognition of the programming changes between agencies.

If concurrence cannot be reached by the San Joaquin Valley COG Directors, individual STIP amendments will still be processed independently by the regional agencies needing an amendment.

2012 Coordinated San Joaquin Valley STIP Proposal - RIP
 (\$1,000)

	12-13	13-14	14-15	2012 Programming		Total Shares	Total Programming	Share Advance/Delay	
				15-16	16-17				
Fresno	\$316	\$322	\$0	\$35,329	\$13,734	\$49,701	\$57,348	\$7,647	
New/Revised	\$482	\$2,822	\$322	\$4,022	\$49,700				
Kern	\$28,224	\$8,410	\$10,090	\$574	\$18,499	\$65,797	\$70,354	\$4,557	
New/Revised	\$29,478	\$6,665	\$9,845	\$24,366	\$0				
Kings	\$0	\$17,770	\$0	\$0	\$0	\$17,770	\$17,920	\$150	
New/Revised	\$75	\$17,770	\$75	\$0	\$0				
Madera	\$88	\$88	\$87	\$11,485	\$2,810	\$14,558	\$13,038	-\$1,520	*Delay
New/Revised	\$88	\$88	\$87	\$11,134	\$1,641				
Merced	\$300	\$83	\$0	\$8,168	\$5,004	\$13,555	\$13,555	\$0	
New/Revised	\$383	\$244	\$0	\$0	\$12,928				
San Joaquin	\$38,188	\$2,030	\$0	\$15,013	\$9,301	\$64,532	\$64,282	-\$250	*Delay
New/Revised	\$32,689	\$5,699	\$4,394	\$9,200	\$12,300				
Stanislaus	\$764	\$3,250	\$0	\$16,777	\$6,898	\$27,689	\$27,873	\$184	
New/Revised	\$3,525	\$275	\$275	\$23,524	\$274				
Tulare	\$4,258	\$7,792	\$7,113	\$4,874	\$9,531	\$33,568	\$35,520	\$1,952	
New/Revised	\$5,783	\$6,492	\$1,925	\$19,763	\$1,557				
SJ Valley Total =	\$72,138	\$39,745	\$17,290	\$92,220	\$65,777	\$287,170	\$299,890	\$12,720	4.43%
New/Revised	\$72,503	\$40,055	\$16,923	\$92,009	\$78,400				
Difference =	-\$365	-\$310	\$367	\$211	-\$12,623		-\$12,720	CHECK	
	0.51%	0.78%	2.12%	0.23%	19.19%				

Requests for share advances from future STIP shares:

Fresno	\$7,647
Kern	\$4,557
Tulare	\$1,952
Stanislaus	\$184
Total =	\$14,340

** Several of these could be addressed as simply combining TE shares to RTIP
 ** Are there TE elements of projects that could be split out?

Total TE shares programmed in RTIP as flex funds:

Madera	\$600
Merced	\$1,073
Tulare	\$2,040
Total =	\$3,713