

# San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Madera County Transportation Commission – 2001 Howard Road, Suite 201 – Madera, CA 93637  
Phone: 559-675-0721 – FAX: 559-675-9328



Madera County  
Transportation  
Commission  
Patricia Taylor  
Chair

Kings County  
Association of  
Governments  
Terri King  
Vice Chair

Fresno  
Council of  
Governments  
Tony Boren

Kern  
Council of  
Governments  
Ahron Hakimi

Merced County  
Association of  
Governments  
Marjie Kirn (Interim)

San Joaquin  
Council of  
Governments  
Andrew Chesley

Stanislaus  
Council of  
Governments  
Carlos Yamzon (interim)

Tulare County  
Association of  
Governments  
Ted Smalley

## Meeting Agenda Friday, November 2, 2012 Time: 10:00 a.m.

City of Merced Civic Center  
678 W 18<sup>th</sup> Street, Sam Pipes Room  
Merced, California 95340

Toll Free Number: 1-800-325-1307  
Participant Code: 243245

### APPROVAL OF MINUTES

1. October 10, 2012 Directors' Meeting (*enclosure*)

***Discussion with Guest Speaker – Mr. Darius Assemi, California Transportation Commission Member (via phone)***

### DISCUSSION/ACTION ITEMS:

2. FTIP/Air Quality (*enclosure*)  
***a. 2012 PM2.5 Plan Status Report***  
***b. Valleywide RTP Chapter***  
T. Taylor/  
P. Taylor
3. SB 375 GHG Targets for the San Joaquin Valley (*enclosure*)  
***Approve Draft Plan***  
P. Taylor/  
C. Anderson
4. Interregional Passenger Rail Act of 2012  
***Status of SJV Rail Governance JPA***  
D. Leavitt
5. SR 99 Bond Savings Program  
***Discuss Project Programming and Moving Forward  
With Local Funds (LONP)***  
P. Taylor/  
T. Smalley
6. Valley Legislative Affairs Committee (VLAC)  
2013 Sacramento Valley Voice Trip  
***Discuss and Approve Preliminary Legislative Platform Items***  
J. Findley
7. Interregional Goods Movement Plan (*enclosure*)  
***Approve Project Prioritization List to be Presented  
to the Stakeholder Advisory Committee***  
M. Fisher

- |     |   |           |
|-----|---|-----------|
| 8.  | Trade Corridor Improvement Fund ( <i>enclosure</i> )<br><i>Update and Discussion</i>                                | D. Nguyen |
| 9.  | Cap and Trade ( <i>enclosure</i> )<br><i>Update and Discuss Valley MPO Participation</i>                            | Directors |
| 10. | California Partnership for the San Joaquin Valley ( <i>enclosure</i> )<br><i>Regional Industry Cluster Analysis</i> | M. Dozier |

**INFORMATIONAL ITEMS**

*The following items are for informational purposes and require no action or vote. A member of the public or Director may request that any informational item be “pulled” for further discussion. Written summaries of Informational Items are included in the agenda packet.*

- |     |   |                        |
|-----|---|------------------------|
| 11. | High Speed Rail   | Diana Gomez            |
| 12. | Caltrans Directors Report                                 | C. Bowen/<br>S. Ehlert |
| 13. | Revised 99 Business Plan                                  | R. Ball                |
| 14. | Implementation of the San Joaquin Rail Authority (SB 325) | T. Smalley             |
| 15. | Proposition 84/Blueprint                                  | R. Terry               |
| 16. | Blueprint Planners Toolkit                                | B. Steck               |
| 17. | San Joaquin Valley Greenprint                             | C. Thompson            |
| 18. | Regional Energy Planning                                  | M. Sigala              |

**OTHER ITEMS**

19. Director Items
20. Public Presentations for Items Not on Agenda. This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to 3 minutes.

Note: The general public may comment on listed agenda items as they are considered.

**Next Directors Meeting: Tuesday, December 4, 2012 (Bakersfield)**

**Americans with Disabilities Act (ADA) Accommodations**

The Merced Civic Center meeting rooms and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the Merced County Association of Governments at (209) 723-3153 ext. 308, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

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Governments  
Ted Smalley

Item 1

Kings County Association of Governments

## Meeting Agenda Wednesday, October 10, 2012 Time: 3:00 p.m.

### Executive Minutes

Members Attending:

Carlos Yamzon, StanCOG  
Patricia Taylor, MCTC (absent)  
Tony Boren, Fresno COG (phone)  
Andy Chesley, SJ COG

Terri King, KCAG  
Ahron Hakimi, Kern COG  
Ted Smalley, TCAG

Others:

See Appendix A for List of Others Attending

Ms. Terri King, Vice Chair, called the meeting to order. Everyone introduced themselves.

### APPROVAL OF MINUTES

#### 1. September 06, 2012 Directors' Meeting (*enclosure*)

Motion made by Mr. Ahron Hakimi and seconded by Mr. Carlos Yamzon to approve meeting minutes. Motion passed.

## **DISCUSSION/ACTION ITEMS:**

*(Item 4 moved up in front of items 2 and 3)*

### **4. Interregional Passenger Rail Act of 2012 (enclosure) Status of AB 1779 – SJV Rail Governance JPA**

**D. Leavitt**

Dan Leavitt provided an update on regional governance initiative AB 1779, he was pleased to report that the bill was signed by the Governor on September 29. In addition, SB 1225 (for LOSSAN) was also signed at the same time. He thanked the group in particular for all the efforts to move this forward. Mr. Leavitt noted a couple of key meetings coming up this month, a subcommittee meeting October 19 in Merced and a full working group meeting on October 26, also in Merced.

The first order of business is completing the joint powers agreement. Mr. Leavitt noted the need to have the agreement signed and have members appointed by the various member agencies. The agreement has been reviewed by legal and several of the potential member agencies are close to having a good document that everyone can then take to their boards for approval.

Mr. Tony Boren asked what is the tentative time frame for having everybody signed on to the JPA. Mr. Leavitt responded that they did a schedule assuming we would start with a transfer of service; our goal is to get the JPA together as soon as we can. While there isn't a constraint and we do have to the end of the next year to actually form it, we would like to get together as soon as possible, the sooner we have the JPA running we could start seeing benefits to the state from that JPA being in existence, we could start giving more input to the state and hopefully have a stronger advocacy from the corridor for improvements in service even before there is a transfer. It takes six member agencies to join before we can actually formalize the JPA. The key is how long it takes to gather a six-member agency, and we do have to the end of next year.

Mr. Boren noted that his legal council has reviewed it, and he is ok with the language in the JPA but what he is has still not made a final determination whether or not the COGs enabling legislation allows them to participate in this kind of entity, so they may need to go back and amend their existing COG JPA. Mr. Boren noted that all interested parties need to work with their legal council to make sure they won't come up into a similar kind of hurdle later on in the process. Mr. Ted Smalley noted a similar issue whereas looking at enabling legislation sooner than later is important.

Ms. Terri King noted that KCAG would have to amend their JPA but she didn't think they would be joining right away, so that should not be a problem.

### **2. FTIP/Air Quality: 2012 PM2.5 Plan Status Report**

**T. Taylor**

Tanisha Taylor (SJ COG) provided the update for this item. She noted that we do have a draft methodology, which we believe does resolve some of the issues with the PM2.5 plan. There was a district workshop yesterday (October 9, 2012) on the draft PM2.5 2012 plan, the draft workshop documentation posted on the air district website does not contain conformity budgets at this time. We are still working with ARB and the Air District to determine what those conformity budgets are with this revised methodology. So once we have those, you will be seeing a draft of what those budgets are and the impact of those budgets mean to the MPOs. You will be seeing additional budget updates for the existing plan as we talked previously.

We are working on a draft letter to FHWA that you all have with you and we received some comments and we are addressing those comments and we followed up with EPA and have called

the EPA to see if we can incorporate their comments into that letter. What that letter does is identify and request an extension to use existing vehicle registrations data contained in EMPAC 2007 through December 2013, which will help in meeting some of the conformity issues.

Discussion ensued pertaining to the FHWA extension request letter. Tanisha Taylor noted that EPA does support an extension but the timing and how long the extension is still a question. Mr. Ahron Hakimi suggested that we should mention in the letter that EPA supports this request. Mr. Hakimi noted that he met with Congressman McCarthy's staff member this morning and told him where we were. He asked him and he has agreed to cease involvement until the letter goes out, as it appears FHWA appears ready to approve it. Tanisha Taylor noted that both agencies (FHWA and EPA) are favorable; they are both in similar positions in terms of 12 month versus something shorter. So we are working with them to try to figure out what is a more feasible time frame. That is the difference in both cases, the time of the extension and not the actual extension itself.

Mr. Andy Chesley stated that his staff would go ahead and amend the letter to include the reference of both FHWA and EPA being in favor of the extension. It was noted that the letter would be ready for Chair Patricia Taylor's signature during the Fall Policy Conference.

### **3. SB 375 GHG Targets for the San Joaquin Valley: Update and Discussion T. Taylor**

Tanisha Taylor (SJ COG) and Cari Anderson provided the update on this item. The PM2.5 methodology will be consistent with SB 375 target planning process and noted how we are shifting VMT using EMFAC that obviously has an impact on what the SB 375 targets that we previously shown for each of the MPOs will look like.

There will not be a recommendation of SB 375 targets to the Policy Council on Friday, as we don't have the data to support recommendation at this time. By November we will be ready to consider a SB 375 target recommendation and should be in a position for the December Policy Council meeting. This requires a lot of coordination, of which we don't have a lot of coordination now but ARB has requested that we have the data much earlier than December. We will have to coordinate earlier than the Policy Council meeting in December to engage in terms of sharing of data and information.

Each COG/MPO Director should have received a letter from James Goldstein the executive officer of the California Air Resources Board highlighting these points talked about today in terms of data sharing, and getting information out for public review. This will be a big item for them; one of the things they highlighted was that their January board meeting is a valley board meeting taking the 2012 PM2.5 budgets as well.

Mr. Ahron Hakimi asked about the time and location for the January ARB meeting. The meeting is on January 24 and 25, tentative scheduled for Bakersfield.

Ms. Terri King asked about the next directors meetings. The meetings are on November 2, 2012, which is a Friday and December 4, 2012, which is a Tuesday.

Ms. Terri King asked if the MPOs would have any additional information available to us for our individual board meetings. Tanisha Taylor responded that you could tell them that the Valley is working together, sharing different scenarios, tell them you can identify the questions that we'd laid out, how the valley works together. Tanisha noted that having these board discussion in December would be a good idea.

Derek Winning (Madera CTC) asked when do you anticipate the methodology will be released for further scenario testing. Tanisha Taylor answered that we are working on that right now, so in the next couple of weeks we will have something drafted. We are running into some issues using

EMFAC because of the way the methodology works and the way you input it in EMFAC models. So we have to make sure we have a process that can run all the years we need to run for conformity of SB 375 but we are still working through some of the kinks.

Ms. Terry King asked if there was any public comment? Carey Knecht of Climate Plan introduced herself and explained that Climate Plan is a state wide coalition focused on land use and transportation. She thanked the COGs for the hard work that has been done for implementing SB 375. She noted the importance of the public sector and the non-profit sector working together in the spirit of transparency and dialogue and wanted to introduce some of the key issues and present some practical suggestions in terms of the upcoming Sustainable Communities Strategies in the Valley. She handed out a letter from over 30 organizations interested in this topic and stressed their desire to work with the COGs. Michael Sigala noted that Riverbank Mayor Madueno did talk to him about the letter as well.

**5. SR 99 Bond Savings Program: *Receive Update on Available Funding***

**A. Hakimi**

Mr. Ahron Hakimi provided the update and noted that the CTC agenda for October 24 includes a staff report that is recommending a very high contingency balance, about 68 million dollars to be held in reserve. What that means to all of us is that there will likely be no allocation for new projects as a result of saving until some of the projects are completed and can be determined that there is no tipping of the contingency balance. The 68 million dollars is over and above the ten percent that already are being reserved on each project and we don't know why CTC staff and Caltrans are recommending so much money, its significantly more money that Caltrans traditionally holds on their projects.

Mr. Carlos Yamzon noted that several CTC commissioners were not aware of this proposed policy and that a non self-help county like Stanislaus was willing to go with the existing contingency and if necessary back that with local funds. He recommended that this group draft a letter that says the ten percent contingency in the accountability plan is what you should go with and move these projects. Ahron Hakimi said he would be attending the October 24 CTC meeting and felt the same, that ten percent is enough, there is about 110 million on the table right now. We all agreed to hold 49 million for the AME job, so if we add 49 million and 68 million, that means no more projects will go. That is why StanCOG, Kern COG and TCAG are concerned.

Ms. Terri King asked if this has been discussed before the RTPA group. Carlos Yamzon responded that no one was willing to commit to any additional contingencies.

Additional discussion ensued over the implications of the reserve in holding back 99 Bond Savings projects.

Mr. Andy Chesley noted that the CTC recommendation was that there is no comparable G12 on the bond program or on the CMIA program. They are playing with the belief or lessons learned from the CMIA program, he agreed that the 68 million reserve figure is far excessive. He wanted to stress that the District 6 recommendation, which was a much smaller amount to be set aside and that, he was happy to support a reduction and recommending much less than 68 million.

At the end of the discussion it was agreed up that some of the directors will be making phone calls immediately to CTC commissioners and staff to consider pulling the item and then a letter will be going out depending on the phone call.

**6. Revised 99 Business Plan (enclosure)  
Discussion of Future Financial Strategies**

**J. Stramaglia**

Joe Stramaglia (Kern COG) gave the presentation on this item. The first requested action was to approve the attached figures 3.6, 3.7 and 3.8.

Mr. Ahron Hakimi motioned to approve and was seconded by Mr. Ted Smalley. Motion carried.

Joe Stramaglia noted part b of the action that has to do with financial discussions for the future. Initially the request was should the directors be having a conversation about what their action might be in order to finance some of their new project needs identified in the revised plan. There was limited discussion on this item, however Ted Smalley did mention that he would work with Will Rider (SJ COG) on looking at future ITIP and SHOPP funding.

## **7. Valley Legislative Affairs Committee (VLAC) 2013 Sacramento Valley Voice Trip**

**J. Findley**

### **a. Discuss Dates**

Jeff Findley (Madera CTC), Chair of VLAC noted that the trip was originally planned for March 6 and 7, 2013 and now we are looking at March 13 and 14, which is the second week of March. March 13 is still a questionable item because Merced has a meeting on the second week of March.

Approval for the March 13 and 14 date was unanimous except for Ms. Margie Kirn of Merced. The Directors were encouraged to start thinking about topics for the trip.

### **b. Approve Lobbyist**

Jeff Findley noted that VLAC has discussed options and the consensus was that they were very pleased with Mr. Gus Khouri of Shaw, Yoder and Antwih, Inc (on contract with TCAG). We were going to see if he would be available, although TCAG is still in contract with this individual.

Michael Sigala noted that he spoke with Ted (TCAG) and he said that Gus was still under contract and he believed that this assignment could be covered under his contract with no additional fees to the COGs.

Jeff Findley commented on the next VLAC meeting, which will be on Friday at 8am for about 20 to 30 minutes due to the event that is going on that day.

Mr. Ted Smalley asked that for the next directors meeting that VLAC have at least a first cut draft of a list of topics for Sacramento making MAP 21 implementation part of it.

Mr. Ahron Hakimi suggested that we should collectively talk about the success of the 99 corridor, which is vital to all of us. Ted Smalley noted that is a great point.

## **INFORMATIONAL ITEMS**

### **8. High Speed Rail**

**Diana Gomez**

Michael Sigala introduced Diana Gomez, the new high speed rail Central Valley Director. He noted that she graciously accepted the invitation to the Directors' Meeting.

Ms. Diana Gomez thanked the Directors and gave an introduction of herself. She was a Caltrans employee for the last 24 years, most of it in traffic management. For the last nine months, she was deputy director in Los Angeles for District 7 and was very fortunate to get the phone call for this new position in her native Fresno County. She noted she was looking forward to building relationships and seeing how we can help each other.

She provided a couple of updates - we do have an environmental clearance from Merced to Fresno, meaning we can start purchasing property starting in Madera County. The first project is broken down to five construction packages, the first one starting in Madera County and work its way to Fresno around American Ave. The Authority also has three contracts currently out for RFP, one is a right of way contract, a construction management contract, and third the largest contract is called CP1 Design Builders Contract.

The Authority is looking at partnering with some of the cities on doing some of the early work like environmental clearance, hazmat cleanup, and relocating signals for deterring traffic. The Authority has picked a 30 percent set aside for small businesses and so we have a lot of workshops up and down the valley encouraging small business to get certified.

In term of the Fresno to Bakersfield segment, we are in environmental stage right now and are in the comment period, which will end October 19, then after that we review the comments and respond to the comments, and then the Board will hopefully pick the actual alignment.

Ahron Hakimi asked when the Fresno Bakersfield EIR would be final. Ms. Gomez responded that the goal right now is to have environmental clearance in June of 2013.

Mr. Ted Smalley asked about the goals for local contractor hiring. Ms. Gomez responded that right now we don't have goals for local participation but we are working with the EDC in Fresno County to try to figure out how we can add some of this stuff into the contract. The attorneys are looking into it in terms of what we can actually put provisions into the contracts so we can have a goal for local companies. Ted stressed the importance of this and that proximity is a legal criteria.

## **Other Items**

### **15. Directors Items**

Ms. Terri King provided a brief update on the Eighth Annual San Joaquin Valley Fall Policy Conference for Thursday and Friday held at the Tachi Palace Hotel in Lemoore, CA.

Michael Sigala inquired about the Policy Council members who might be in attendance for Friday's Policy Council meeting.

### **16. Public Presentations for Items Not on Agenda.**

Nate Ross from UC Davis gave an update on yesterday's meeting with San Joaquin Valley Blueprint pertaining to a planned survey. He was particularly interested if anyone who has contacts with building association, agricultural groups, or some of our social groups in trying to increase their representation.

Ms. Terri King adjourned the meeting.

**Meeting adjourned at 4:25 p.m.**

## Appendix A: List of Others Attending

Tanisha Taylor, SJ COG  
Diane Nyguen, SJ COG  
Rosa Park, Stan COG  
Derek Winning, MCTC  
Robert Ball, Kern COG  
Michael Sigala, Valleywide Coordinator, Sigala Inc.  
Jose Ramirez, Sigala Inc.  
Elizabeth  
Nate Ross, UC Davis  
Carey Knecht, Climate Plan  
Susan Antenen, Conservation Biology Institute  
Amanda Eaton, NRDC  
Rachel Audino, CA Partnership

### Phone:

Kristine Kai, Fresno COG  
Mike Bitner, Fresno COG  
Cari Anderson, Anderson Consulting  
Tom Dumas, Caltrans District 10  
Tom Jordan, SJV Air Pollution Control District  
Joe Stragmalia, Kern COG

***Enclosures for Agenda Items 2 and 3 will be  
provided at the meeting***

# Memorandum

Item 7

TO: San Joaquin Valley COG Directors

FROM: Michael Fischer

DATE: October 26, 2012

RE: "Strawman" Prioritized Regionally Significant Goods Movement Projects and a Recommendation for Use of This List in Workshops with the SJVIGM Study Stakeholder Advisory Committee (SAC)

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As part of the San Joaquin Valley Inter-Regional Goods Movement Study, the consultant team previously provided a list of candidate projects and policies that would be evaluated for potential inclusion in a prioritized list that will be a major product of the Study. An evaluation methodology was fleshed out starting with the description of the process provided to you at the same time that the initial list was provided. In early December, the consultant team plans on holding two workshops - one in Stockton and one in Bakersfield - to allow the Stakeholder Advisory Committee for the Study to provide their input to a final prioritized project list.

The consultant team has completed preliminary evaluations of the projects. The process for the evaluation and the evaluation results are attached. The attachment also provides a memo that describes the evaluation process and the general results. It also describes a process for using this information during the workshops that will be held with the SAC in December.

In order to facilitate a productive workshop, the SAC members will receive a "strawman" portfolio of priority projects. The process for developing the "strawman" is also described as is its intended use. It is important to understand that this list is not intended as a final list and it is likely to change based on input from the SAC. Further, some of the evaluations of projects had to proceed with limited available data and this is taken into account in the evaluation. But it is possible that stakeholders may provide additional information when they see the results and this new information will be taken into account in changing how some of the projects were rated.

This list has been given limited review by your staff through the study's Technical Working Group (TWG).

## Recommendation

We recommend that the COG Directors authorize the consultant team to release the attached memo, preliminary evaluation data, and "strawman" priority project and policy list to the SAC for their use in finalizing recommendations at their December workshop.

Regional Highway Capacity	East-West Connectors	Local "Last Mile" Access	Modal Capacity for Expected Flows	Contingent Economic Development Opportunities	Inland Ports	Strategic Programs
Conventional capacity increases through widening, interchange improvements, and new construction. Benefits broadly shared.	Conventional capacity increases through widening, interchange improvements, and new construction. Benefits broadly shared.	Conventional capacity increases through widening, interchange improvements, and new construction. Local benefits.	Rail and highway capacity increases to accommodate specific expected increases in existing freight flows.	Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows. Benefits contingent on traffic development and may require collateral facility investments or other actions	Goods movement and economic development initiatives requiring both capital investment and operating subsidies, with benefits contingent on commercial success.	Regional strategies encompassing multiple projects

Priority Projects						
10 - Widen I-5 from 1 mile north of SR-12 to SJ County Line	16 - Widen SR 120 I-5 to SR 99, SR 99 and SR 120 interchanges	14 - Highway access improvements to the Port of Stockton	35 - CCT Port of Stockton West Complex Trackage	94 - SJVR - Expand Bakersfield Yard Capacity	92 - Shafter Inland Port Phase II and III	2 - Truck Route Signage
29 - Widen SR-99 in Stanislaus County	19 - Widen SR 58 between SR 99 and U.S. 101	41 - Improve Roth Road connection to UP Lathrop Yard	101 - CCT Rail Upgrade for Unit Trains	89 - SJVR - Short-Line Rail Improvements	38 - Altamont Pass Rail Corridor (CIRIS)	5 - Reexamine STAA Designated Routes
8 - Widen I-5 between SR-120 and I-205	17 - Widen SR 132 between SR 99 to I-580	22 - SR 4 Extension to the Port of Stockton--Phase II	102 - New connection at Stockton Tower between UP and CCT	56 - Mojave Airport Rail Access Improvements	33 - Crows Landing Intermodal Rail Facility	4- Oversize or Overweight Vehicle Pilot Program or Research
27 - Widen SR-99 from Avenue 7 to Avenue 12	60 - Widen SR 137 between Lindsay and Tulare	79 - SR 99 Betty Dr Interchange Improvements	73 - New SR 58 Truck Weight Station	34 - CCT Rail Upgrade for Aggregates		3 - Additional Truck Rest Areas
7 - Widen I-5 between Kern County and Merced County lines	20 - Widen SR 180 East Clovis Avenue to Academy Avenue		37 - CCT Lodi Branch Upgrade			1 - Truck Stop Electrification
28 - Widen SR 99 in Merced County	42 - SR 132 West Freeway SR 99 to Dakota Avenue					104 - West Coast Green Highway Initiative
6 - Altamont Pass Truck Route	51 - Centennial Corridor I-5 to SR-58					
31 -Widen SR 99 Central to Bullard	88 - Rosedale Hwy @ Minkler Spur / Landco - construct grade separation					
78 - Widen SR 99 from Kern Co. Line to Prosperity Avenue	40 - SR 12 @ UP - construct grade separation (Part of SR-12 EW Connector					
30 - Widen SR 99 French Camp Rd to Mariposa Rd plus interchange						
81 - Widen SR 99 to 6 lanes from SR 137 to SR 198						
11 - Widen I-5 San Joaquin County Line to Sperry Ave						

Regional Highway Capacity	East-West Connectors	Local "Last Mile" Access	Modal Capacity for Expected Flows	Contingent Economic Development Opportunities	Inland Ports	Strategic Programs
Conventional capacity increases through widening, interchange improvements, and new construction. Benefits broadly shared.	Conventional capacity increases through widening, interchange improvements, and new construction. Benefits broadly shared.	Conventional capacity increases through widening, interchange improvements, and new construction. Local benefits.	Rail and highway capacity increases to accommodate specific expected increases in existing freight flows.	Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows. Benefits contingent on traffic development and may require collateral facility investments or other actions	Goods movement and economic development initiatives requiring both capital investment and operating subsidies, with benefits contingent on commercial success.	Regional strategies encompassing multiple projects

Additional Projects						
84 - Widen SR 99 from Bearsdely Canal to 7th Standard Road	103 - Expressway between SR-99 and I-5, Turlock to Patterson		95 - West Isle Line Track Upgrade	96 - SJVR - Upgrade & Replace Rail	99 - Short haul rail shuttle from Fresno to the POLALB	93 - Construct Eastside Short-Line Rail System
53 - Widen I-5 between I-5 at Fort Tejon and SR 99	13 - New expressway from SR-99 to SR-120/108			12 - Castle Airport Air Cargo Improvements		39 - State Financial Support for Short Lines
85 - Develop Bakersfield West Beltway	59 - Widen SR 119 from Rt 33 to Cherry Ave to Elk Hills Rd			55 - InyoKern Airport Air Cargo Improvements		90 - Short-Line Rail Rehabilitation, Gap Closure, Extensions
82 - Widen SR 99 between SR 223 and SR 119	21 - Extend SR 180 from Mendota to I-5			57 - Meadows Field Air Cargo Improvements		
54 - I-5 NB Connection with SR 58 EB bypass and beltway north of SR 223	66 - Widen SR 43 from SR 119 to Shafter			91 - Expansion of RailEx Facility at Delano		
	58 - Widen SR 119 Rt 33 to Cherry Ave to Elk Hills Rd			36 - CCT Track for intermodal terminal at Port of Stockton (COMPLETE)		
	65 - Widen SR 41 2 to 4 lanes SR 198 to Kern Co Line					
	71 - Direct linkage to Centennial corridor from SR 58 west					
	44 - New Atwater-Merced Expressway SR 99/Green Sands Ave					
	68 - Widen SR 58 between I-5 and Allen Road (E of SR 43)					
	67 - Widen SR 46 from 2 to 4 lanes between 99 and Lost Hills					
	62 - Widen SR 190 from 2 to 4 lanes from SR 65 to SR 99					
	63 - Widen SR 198 from 2 to 4 lanes LNAS to I-5					
	72 - New SR 58 freeway from I-5 to Heath Road at Stockdale Hwy					
	75 - Widen SR 58 from SR 99 to Cottonwood Road					
	15 - Widen SR 12 from I-5 to SR 99 (linked to project 40)					
	61 - SR 166 Improve speeds from Cuyama grade to SR 33					
	32 - Widen SR 145 between the SP RR and Shaw					
	77 - Widen SR 65 between James Rd and Merle Haggard Dr (near SR 99)					
	45 - Widen 7th Standard Road from I-5 to Santa Fe. Two phases.					
	24 - Widen SR 41 from 4 to 6 lanes from Madera Co. Line to Ave 12					
	18 - SR 152 Bypass around the City of Los Banos					
	69 - Improve capacity on SR 58 directly east of Bakersfield (near Sandpatch Grade)					
	25 - Widen SR 41 from 6 to 8 lanes from Divisadero (just south of SR 180) to Ashlan					

# Memorandum

# TAB 56

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 24, 2012

Reference No.: 3.5  
Action Item

ITEM 8

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William A. Mosby  
Interim Division Chief  
Transportation Programming

Subject: **STATUS UPDATE ON TRADE CORRIDOR IMPROVEMENT FUND (TCIF) PROJECTS**

## **SUMMARY**

The California Department of Transportation (Department) is providing the status of the Trade Corridor Improvement Fund (TCIF) projects remaining to be delivered by the implementing agencies and to be allocated by the California Transportation Commission (Commission). The Department has compiled an assessment of each unallocated project, identified critical issues, and assigned a risk level.

As of October 2012, there are 34 TCIF projects totaling approximately \$985 million of bond funds that have yet to be allocated by the Commission. Of the 34 projects yet to be allocated, 11 are considered to have a “medium-to-high risk” for delivery. The three projects considered “High Risk” will be removed from the TCIF program in the near future. The list of projects is sorted by Corridor Coalition and identifies the expected month of allocation. A risk assessment summary for each project is also included.

## **BACKGROUND**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, passed by the voters in November 2006, included \$2.0 billion for the Proposition 1B TCIF Program. The Commission recognized that the needs far exceeded the amount authorized in the Proposition 1B TCIF program and increased the TCIF funding by approximately \$500 million from the State Highway Account. The Commission adopted guidelines that established programming targets, which included an additional overprogramming for each corridor and a requirement to award contracts no later than December 31, 2013.

The assessment shows the TCIF remaining need of \$985 million including the allowed overprogramming, although only \$930 million is available for allocation. The Corridor Coalitions are working to address the overprogramming and are planning to be at available revenue levels by the end of 2012. The risk levels are color-coded as follows:

Low
Medium Low
Medium High
High

TCIF ID#	Risk	Co	Rte	Project	CTC Meeting
<b>Northern California Trade Corridor Coalition</b>					
2	Medium Low	CC		Richmond Rail Connector	Mar 2013
3.2	Low	ALA		Outer Harbor Intermodal Terminals (OHIT) [Rail Access Improvements and Manifest Yard, Segment 2]	Oct 2012
3.3	Low	ALA		Outer Harbor Intermodal Terminals (OHIT) [City Site Prep Work and Backbone Infrastructure, Segment 3]	Mar 2013
4	Low	ALA	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]	Mar 2013
6	Medium Low	KER		Tehachapi Trade Corridor Rail Improvement Project	May 2013
10	Low	SJ	4	State Route 4 West Crosstown Freeway Extension Stage 1	Jun 2013
89	Low	SOL	80/ 680/ 12	Solano I-80/680/12 Connector	May 2013
<b>Southern California Trade Corridor Coalition</b>					
19	Low	LA	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	Dec 2012
20	Low	LA	110	C Street Access Ramps Improvements	Feb 2013
21	Low	LA		Washington Boulevard Widening & Reconstruction	Feb 2013
32.2	Low	LA		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 - Berth 200 Rail Yard Track Connections]	Feb 2013
35	Medium Low	ORA		State College Boulevard Grade Separation	May 2013
40	Medium Low	ORA		Lakeview Avenue Overcrossing	Jan 2013
46	Low	RIV		Project No. 2006-05, Sunset Avenue Grade Separation	Feb 2013
48	Low	RIV		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Feb 2013
50	Medium High	RIV		Grade Separation at Clay Street Railroad Grade Crossing	Apr 2013
51	Low	RIV		Riverside Avenue Grade Separation	Feb 2013
53	Low	RIV		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	Feb 2013
57	Low	SBD	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Citrus Avenue)	LONP
59	Low	SBD		ACE Glen Helen Parkway Railroad Grade Separation	Feb 2013
61	Low	SBD		ACE South Milliken Avenue Grade Separation at UP Los Angeles	Apr 2013
63	Low	SBD		Palm Avenue Grade Separation	Feb 2013
64	Low	SBD		Lenwood Road Grade Separation	Mar 2013
65	Medium Low	SBD		Vineyard Avenue Grade Separation	Mar 2013
84	Low	SBD		Laurel Street/BNSF Grade Separation	Mar 2013

85	Medium Low	RIV		Avenue 52 Grade Separation	Mar 2013
86	Low	LA		Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension	Jun 2013
87.1	Low	LA		Cargo Transportation Improvement Emission Reduction Program - Phase 1	Dec 2012
87.2	Low	LA		Cargo Transportation Improvement Emission Reduction Program - Phase 2	Jun 2013
90	Low	VEN		Hueneme Road Widening	Jan 2013
<b>San Diego Border Region</b>					
68.1	Medium Low	SD	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]	May 2013
70	Low	SD	5	10th Avenue Grade Separated Improvements	Jun 2013
71	High	SD	5	32nd Street at Harbor Drive Grade Separated Improvements	N/A
73	High	SD		National City Marine Terminal Improvement (Wharf Extension)	N/A
74	Low	SD		Southline Rail Improvements - Yard Expansion	Oct 2012
75.4	Low	SD		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]	Jun 2013
<b>Other Corridor</b>					
14	High	YOL		Sacramento River Deep Water Channel Project	Jun 2013

Definition of risk

Low  - Projects within this category contain no known issues that will affect delivery.

Medium Low  - Projects within this category have minor challenges that are being actively managed to stay on approved schedules.

Medium High  - Projects within this category have numerous challenges. Projects are being aggressively managed to stay on the approved schedule.

High  - Without change, these projects cannot be delivered and funded consistent with the program requirements.

## Risk Assessment Summary

The Department has performed a project-by-project review to assess projects and identify critical items that remain to be deliver each project and the level of risk associated with the remaining risk. The items have been listed here for commission information and identified as either as right of way (RW), environmental permitting, or design related risk. Risk is a judgment call at a point in time based on known issues. Issues have the ability to be resolved quickly or to turn into lengthy negotiations. Project risks change over time.

### Northern California Trade Corridor Coalition

#### **TCIF #2 – Richmond Rail Connector**

Allocation: March Delivery Agency: Caltrans/BNSF Con Bond \$10,880 Total Con \$14,060

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 8/1/12		02/01/13	Apv End Design Date: 02/01/12		02/01/13	401		02/01/13
1 Parcel								
Overall Risk: <input checked="" type="checkbox"/> Medium Low Critical Items: Future Consideration of Funding targeted for the December 2012 Commission meeting. Federal authorization to proceed with RW is needed for the required parcel.								

#### **TCIF #3.2 – Outer Harbor Intermodal Terminals (OHIT) [Rail Access Improvements and Manifest Yard, Segment 2]**

Allocation: October Delivery Agency: Port of Oakland Con Bond \$65,800 Total Con \$65,800

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/31/13		Complete	Apv End Design Date: 03/31/13		Complete	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Allocation pending for the October 2012 Commission Meeting.								

#### **TCIF #3.3 – Outer Harbor Intermodal Terminals (OHIT) [City Site Prep Work and Backbone Infrastructure, Segment 3]**

Allocation: March Delivery Agency: City of Oakland Con Bond \$176,341 Total Con \$216,841

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/31/13		03/31/13	Apv End Design Date: 03/31/13		03/31/13			
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Project moving forward under Design Build contract. Design is at 35 percent. Notice to Proceed expected in July 2013.								

#### **TCIF #4 – I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]**

Allocation: March Delivery Agency: Caltrans Con Bond \$73,000 Total Con \$80,000

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 10/31/12		11/30/12	Apv End Design Date: 12/01/11		12/31/12	None		
8 utility relocations			Freeway/Maintenance Agreement		12/31/12			
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Four utility agreements still needed. Can certify RW with a Cert 3W if needed, but expecting a RW Cert #2. PSE with HQ for review, expect comments first week of November.								

#### **TCIF #6 – Tehachapi Trade Corridor Rail Improvement Project**

Allocation: April Delivery: Agency Caltrans/BNSF Con Bond \$54,000 Total Con \$108,000

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: N/A			Apv End Design Date: 12/01/11			401		
						404		
Overall Risk: <input checked="" type="checkbox"/> Medium Low Critical Items: Future Consideration of Funding targeted for the January 2013 Commission meeting. Definitive Agreements and Baseline agreement amendment targeted for the December 2012 Commission meeting.								

**TCIF #10 – State Route 4 West Crosstown Freeway Extension Stage 1**

Allocation: June Delivery Agency: SJCOG Con Bond \$96,820 Total Con \$134,040

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 05/01/13		05/01/13	Apv End Design Date: 06/01/13		06/01/13	RWCB		
2 RONs, requesting appearance		03/01/13	C&M agreement		03/30/13	7A/7B		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: RON appearance targeted for January or March, first level hearing completed.								

**TCIF #89 – Solano I-80/680/12 Connector**

Allocation: May Delivery Agency: Caltrans Con Bond \$24,000 Total Con \$64,860

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/13/13		03/13/13	Apv End Design Date: 03/15/13		03/15/13	401		12/31/12
RON hearings by Local Board						404		12/31/12
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Anticipate sending PSE to HQ for review by December 2012. RON hearing in January 2013.								

Southern California Trade Corridor Coalition

**TCIF #19 – I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening**

Allocation: December Delivery Agency: POLA Con Bond \$14,700 Total Con \$32,800

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: N/A		N/A	Apv End Design Date: 02/28/13		02/28/13	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Design at 100 percent. Allocation is targeted for the December 2012 Commission meeting.								

**TCIF #20 – 110 - C Street Access Ramps Improvements**

Allocation: February Delivery Agency: POLA Con Bond \$8,300 Total Con \$29,884

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: N/A		N/A	Apv End Design Date: 01/31/13		01/31/13	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Minor utility issues, design at 100 percent.								

**TCIF #21 – Washington Boulevard Widening & Reconstruction**

Allocation: February Delivery Agency: City of Commerce Con Bond \$5,800 Total Con \$26,239

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 10/01/11		Complete	Apv End Design Date: 10/01/11		01/01/13	Complete		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Design at 85 percent. Amendment targeted for January 2013 to update schedule.								

**TCIF #32.2 - Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements)**

**[Segment 2 - Berth 200 Rail Yard Track Connections]**

Allocation: February Delivery Agency: POLA Con Bond \$10,512 Total Con \$24,700

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 04/01/12		12/31/12	Apv End Design Date: 06/01/12		02/28/13	PUC		
						City B-Permits		

Overall Risk:  Low Critical Items: The discovery of unknown utility substructures has required a redesign of the rail alignment, which subsequently is causing a delay in finalizing permits.

**TCIF #35 – State College Boulevard Grade Separation**

Allocation: May Delivery Agency: Fullerton Con Bond \$34,107 Total Con \$51,652

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/01/13		05/01/13	Apv End Design Date: 03/01/13		03/01/13	PUC		04/01/13
22 parcels			BNSF C&M Agreement		04/01/13			

Overall Risk:  Medium Low Critical Items: OCTA has taken lead for RW in order to move project forward. Risk considered moderate based on number of parcels. Parcels consist of 14 residential, 8 commercial; all are partial take, easements and/or TCE.

**TCIF #40 – Lakeview Avenue Overcrossing**

Allocation: March Delivery Agency: OCTA Con Bond \$28,685 Total Con \$51,577

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 01/01/13		01/01/13	Apv End Design Date: 09/01/12		09/01/12	404		02/01/13
27 Parcels			BNSF C&M Agreement		02/01/13	401		02/01/13
						PUC		02/01/13

Overall Risk: **◆** Medium Low Critical Items: Risk considered moderate based on the number of parcels. Anticipate RW Cert #3 by December and RW Cert #2 by March 2013.

**TCIF #46 – Sunset Avenue Grade Separation**

Allocation: February Delivery Agency: City of Banning Con Bond \$10,000 Total Con \$30,900

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 07/01/11		12/27/12	Apv End Design Date: 07/01/11		11/30/12	None		
8 parcels			BNSF C&M Agreement		11/30/12			

Overall Risk: **☑** Low Critical Items: Anticipate issues with one property owner, condemnation has been initiated. Amendment targeted for December 2012 to update schedule, funding plan, and cost.

**TCIF #48 – Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline**

Allocation: February Delivery Agency: Riverside Co. Con Bond \$10,000 Total Con \$47,900

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/30/12		12/27/12	Apv End Design Date: 06/29/12		12/07/12	None		
5 parcels								

Overall Risk: **☑** Low Critical Items: Most property owners are cooperating, condemnation has been initiated

**TCIF #50 – Grade Separation at Clay Street Railroad Grade Crossing**

Allocation: April Delivery Agency: Riverside Co. Con Bond \$12,500 Total Con \$29,900

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 09/30/11		03/01/13	Apv End Design Date: 06/30/11		12/27/12	WQCB		11/30/12
12 parcels								
16 easement								
12 TEC								

Overall Risk: **●** Medium High Critical Items: Federal authorization to proceed with RW is pending, anticipate approval end of October. Expect to initiate condemnation on all parcels in order to move forward. Moderate risk based on number of parcels and pending authorization to proceed. Water Quality Control Board permit required during October and November 2012 for groundwater testing.

**TCIF #51 – Riverside Avenue Grade Separation**

Allocation: February Delivery Agency: City of Riverside Con Bond \$8,500 Total Con \$15,000

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/01/11		12/01/12	Apv End Design Date: 03/01/11		04/01/13			
11 parcels			Encroachment Permit					

Overall Risk: **☑** Low Critical Items: City has possession of all needed RW and anticipates a signed cert by December 2012. Amendment targeted for December 2012 to update schedule, funding plan, and cost. Encroachment Permit is required prior to advertisement of bids, which is scheduled for July 2013.

**TCIF #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF**

Allocation: February Delivery Agency: Riverside Co. Con Bond \$13,700 Total Con \$71,870

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 03/29/13		02/01/13	Apv End Design Date: 12/30/11		11/30/12	None		
9 parcels			C&M Agreement		Complete			

Overall Risk: **☑** Low Critical Items: Condemnation is ongoing, utility re-locations have started, and Design is at 95 percent.

**TCIF #57 – I-10 Corridor Logistics Access Project (Interchange Reconstruction Citrus Ave.)**

Allocation: June Delivery Agency: SANBAG Con Bond \$23,600 Total Con \$47,200

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 04/30/11		Apv End Design Date: 04/30/11		None	
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Project delivered under a LONP.					

**TCIF #59 – Glen Helen Parkway Railroad Grade Separation**

Allocation: February Delivery Agency: San Bernardino Co Con Bond \$7,172 Total Con \$21,218

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 01/01/12	12/1/12	Apv End Design Date: 01/31/12	12/1/12	None	
RR Parcels		C&M Agreement	12/1/12		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: All RW has been acquired except for the RR parcels. Design at 95 percent. Amendment targeted for December 2012 to update the schedule, funding plan, and cost.					

**TCIF #61 – South Milliken Avenue Grade Separation at UP Los Angeles**

Allocation: April Delivery Agency: City of Ontario Con Bond \$14,521 Total Con \$66,970

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 01/31/13	01/24/13	Apv End Design Date: 02/01/12	04/01/13	None	
9 Parcels		UP C&M Agreement	01/01/13		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: All offers have been made on the nine parcels, anticipate condemnation. Design at 90 percent. C&M with UP for review.					

**TCIF #63 – Palm Avenue Grade Separation**

Allocation: February Delivery Agency: SANBAG Con Bond \$9,390 Total Con \$31,300

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 06/30/12	01/15/13	Apv End Design Date: 06/30/12	01/15/13	401	12/01/12
6 parcels		C&M Agreement	12/01/12	404	12/01/12
				1600	12/01/12
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Eminent domain process started on all parcels, currently finalizing agreements. Design at 95 percent. C&M agreement is complete, just need final signatures.					

**TCIF #64 – Lenwood Road Grade Separation**

Allocation: May Delivery Agency: City of Barstow Con Bond \$6,694 Total Con \$21,572

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 12/01/11	04/19/13	Apv End Design Date: 01/01/12	09/01/12	None	
5 parcels		C&M Agreement	12/01/12		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: SANBAG has taken lead of RW to ensure delivery schedule is met. RONs approved at the September 2012 SANBAG Board meeting.					

**TCIF #65 – Vineyard Avenue Grade Separation**

Allocation: April Delivery Agency: City of Ontario Con Bond \$6,884 Total Con \$33,365

RW Risks	Target	Design Risks	Target	Permit Risks	Target
Apv End RW Date: 06/30/12	01/02/13	Apv End Design Date: 12/31/11	03/07/13	404	01/10/13
10 parcels		C&M Agreement	01/31/13	408	01/10/13
Overall Risk: <input checked="" type="checkbox"/> Medium Low Critical Items: RW is on the critical path. Offers made as of September, anticipate condemnation on a few parcels. Design is at 90 percent. Risk considered moderate based on number of parcels. Application for permits has been filed.					

**TCIF #84 – Laurel Street/BNSF Grade Separation**

Allocation: March Delivery Agency: SANBAG Con Bond \$11,917 Total Con \$41,367

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 07/16/12		01/04/13	Apv End Design Date: 07/16/12		12/15/12	PUC		12/01/12
5 parcels require RON hearing			C&M Agreement		11/01/12			
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: RON hearings are scheduled for October, expect order of possession by December. Design at 95 percent.								

**TCIF #85 – Avenue 52 Grade Separation**

Allocation: March Delivery Agency: City of Coachella Con Bond \$10,000 Total Con \$17,122

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 11/01/12		04/01/13	Apv End Design Date: 12/01/12		04/01/13	None		
20 parcels (5 residential 15 commercial )			C&M Agreement		01/31/13			
Overall Risk: <input checked="" type="checkbox"/> Medium Low Critical Items: Acquisition and compensation issues due to property values being less than owed. Risk considered moderate based on number of parcels								

**TCIF #86 – Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension**

Allocation: June Delivery Agency: POLA Con Bond \$20,712 Total Con \$41,424

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 06/30/13		04/30/13	Apv End Design Date: 06/30/13		05/31/13	City B-Permit		04/01/13
Utility Relocation						PUC		Complete
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Project is progressing. Design is at 25 percent.								

**TCIF #87.1 – Cargo Transportation Improvement Emission Reduction Program - Phase 1**

Allocation: December Delivery Agency: POLA Con Bond \$12,705 Total Con \$25,410

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 09/30/12		11/01/12	Apv End Design Date: 10/31/12		10/31/12	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Allocation pending for the December 2012 Commission meeting. RW cert is currently being processed.								

**TCIF #87.2 – Cargo Transportation Improvement Emission Reduction Program - Phase 2**

Allocation: June Delivery Agency: POLA Con Bond \$23,164 Total Con \$77,544

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 06/30/13		6/01/13	Apv End Design Date: 06/30/12		06/01/13	None		
Utility Relocation								
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Project is progressing. Design is at 40 percent.								

**TCIF #90 – Hueneme Road Widening**

Allocation: January Delivery Agency: City of Oxnard Con Bond \$1,462 Total Con \$2,924

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 07/01/10		Complete	Apv End Design Date: 02/01/12		Complete	PUC		11/1/12
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: PUC agreement is with RR for review.								

San Diego Border Region

**TCIF #68.1 – SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]**

Allocation: May Delivery Agency: Caltrans Con Bond \$75,000 Total Con \$76,500

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date: 04/30/13		4/30/13	Apv End Design Date: 04/30/13		4/1/13			
9 commercial parcels								
Overall Risk: <input checked="" type="checkbox"/> Medium Low Critical Items: Project using design sequencing to help with delivery. First written offers to go								

out in the next couple months. Anticipating condemnation on a couple of the parcels.

**TCIF #70 – 10th Avenue Grade Separated Improvements**

Allocation: June Delivery Agency: Port of San Diego Con Bond \$1,550 Total Con \$3,166

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	05/23/13	5/23/13	Apv End Design Date:	05/23/13	5/23/13	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Road Improvements only, no RW or permits needed. Design is currently at 65 percent.								

**TCIF #71 – 32nd Street at Harbor Drive Grade Separated Improvements**

Allocation: N/A Delivery Agency Caltrans Con Bond ~~\$50,665~~ Total Con \$93,200

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	05/23/13	N/A	Apv End Design Date:	05/23/13	N/A			
Overall Risk: <input checked="" type="checkbox"/> High Critical Items: Project will be deleted from the program at the October 2012 Commission meeting.								

**TCIF #73 – National City Marine Terminal Improvement (Wharf Extension)**

Allocation: N/A Delivery Agency Port of San Diego Con Bond \$15,000 Total Con \$30,000

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	02/28/10	N/A	Apv End Design Date:	02/28/10	N/A			
Overall Risk: <input checked="" type="checkbox"/> High Critical Items: Project will be deleted from the program at the October 2012 Commission meeting.								

**TCIF #74 – Southline Rail Improvements - Yard Expansion**

Allocation: October Delivery Agency: SANDAG Con Bond \$25,900 Total Con \$25,900

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	07/01/12	07/01/12	Apv End Design Date:	07/01/12	09/15/12	None		
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: Allocation pending for the October 2012 Commission meeting.								

**TCIF #75.4 – Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]**

Allocation: June Delivery Agency: SANDAG Con Bond \$66,660 Total Con \$66,660

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	N/A	N/A	Apv End Design Date:	06/01/13	05/01/13			
Overall Risk: <input checked="" type="checkbox"/> Low Critical Items: No RW needed. Design is currently at 50 percent.								

Other Corridor

**TCIF #14 – Sacramento River Deep Water Channel Project**

Allocation: June Delivery Agency: Port of West Sac. Con Bond \$10,000 Total Con \$97,633

RW Risks		Target	Design Risks		Target	Permit Risks		Target
Apv End RW Date:	N/A	N/A	Apv End Design Date:	09/30/12				
Overall Risk: <input checked="" type="checkbox"/> High Critical Items: Due to environmental delays, it has been determined that construction will not start by the required December 2013 deadline. The Port is currently discussing the viability of a replacement project with Commission Staff.								

**TCIF Northern California Trade Projects - October 23, 2012**

**Adopted TCIF Program**

Project #	Sponsor agency	Projects	Project Cost Estimate	TCIF	Match
<b>TIER 1</b>					
<i>costs in thousands</i>					
<b>Anchor</b>					
1	Port	7th Street Grade Separation	\$ 427,000	\$ 175,000	\$ 252,000
2	Port	Martinez Subdivision Improvements	\$ 215,000	\$ 74,000	\$ 107,500
2a	Caltrans	Richmond Rail Connector			
2b	Richmond	Marina Bay Grade Separation			
4a	Port	Construct Outer Harbor Intermodal Terminal (Seg. 2)	\$ 220,000	\$ 110,000	\$ 110,000
4b	Port	Construct Outer Harbor Intermodal Terminal (Seg. 3)			
<b>Anchor Total</b>			<b>\$ 862,000</b>	<b>\$ 359,000</b>	<b>\$ 469,500</b>
<b>Central Corridor</b>					
5	Caltrans	Donner Summit Improvements	\$ 85,200	\$ 42,600	\$ 42,600
6	SACOG	Sacramento Depot Rail Realignment	\$ 51,033	\$ 20,000	\$ 31,033
S7	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	\$ 99,600	\$ 49,800	\$ 49,800
S19	SOL	I-80/680/12 Interchange ICP Package 1			
<b>Central Corridor Total</b>			<b>\$ 235,833</b>	<b>\$ 112,400</b>	<b>\$ 123,433</b>
<b>Altamont Corridor</b>					
8	SJ	Hwy 4 Ext. to Port of Stockton (Crosstown, Ph 1)	\$ 193,640	\$ 96,820	\$ 96,820
S9	ALA	I-880 Improvements @ 29th & 23rd Avenues	\$ 95,000	\$ 73,000	\$ 22,000
10	State	Tehachapi Pass Improvements	\$ 111,400	\$ 54,000	\$ 57,400
S11	ALA/CT	I-580 Eastbound Truck Climbing Lane	\$ 64,300	\$ 64,300	\$ -
12	Stockton	Sperry Road Extension project			
13	Stan.	Short haul terminus at Crows Landing development	\$ 57,467	\$ 26,000	\$ 31,467
14	Shafter	Shafter Intermodal facility	\$ 30,000	\$ 15,000	\$ 15,000
<b>Altamont Corridor Total</b>			<b>\$ 551,807</b>	<b>\$ 329,120</b>	<b>\$ 222,687</b>
<b>Dredging projects</b>					
15	Port Sact	Port of Sacramento Dredging	\$ 83,275	\$ 10,000	\$ 73,275
16	Port Stock	Port of Stockton dredging- SF Bay to Port of Stockton	\$ 140,000	\$ 17,500	\$ 122,500
<b>Dredging Total</b>			<b>\$ 223,275</b>	<b>\$ 27,500</b>	<b>\$ 195,775</b>

**Current TCIF Program, as amended**

Project Cost Estimate	TCIF	Match	Change in TCIF	[Actual/Expected] Allocation Date / Construction Award Date
				<b>Deadlines:</b>
				Jun-13 / Dec-13
<i>Funds transferred to project 4, below.</i>				N/A
<i>Split in to two projects, below.</i>				N/A
\$ 21,760	\$ 10,880	\$ 10,880	\$10,880	Mar-13 / Apr-13
\$ 37,950	\$ 18,975	\$ 18,975	\$18,975	Oct-11 / Jan-13
\$ 74,600	\$ 65,800	\$ 8,800	-\$44,200	Oct-12 / Mar-13
\$ 247,241	\$ 176,341	\$ 70,900	\$176,341	Mar-13 / Dec-13
<b>\$ 381,551</b>	<b>\$ 271,996</b>	<b>\$ 109,555</b>	<b>\$ (87,004)</b>	
<i>Project withdrawn.</i>				N/A
\$ 56,850	\$ 25,266	\$ 31,584	\$5,266	Feb-11 / Apr-11
\$ 100,900	\$ 39,292	\$ 61,608	(\$10,508)	Jun-11 / Dec-11
\$ 111,000	\$ 24,000	\$ 87,000	\$24,000	May-13 / Aug-13
<b>\$ 268,750</b>	<b>\$ 88,558</b>	<b>\$ 180,192</b>	<b>\$ (23,842)</b>	
\$ 193,640	\$ 96,820	\$ 96,820	\$0	Jun-13 / Oct-13
\$ 96,787	\$ 73,000	\$ 23,787	\$0	Mar-13 / Jul-13
\$ 112,700	\$ 54,000	\$ 58,700	\$0	Apr-13 / Jun-13
\$ 44,903	\$ 44,903	\$ -	(\$19,397)	Jun-11 / Jun-12
\$ 63,000	\$ 24,000	\$ 33,000	\$24,000	Jan-11 / Jun-11
<i>Moved to Tier 2 (October 2011)</i>				N/A
<i>Moved to Tier 2 (October 2011)</i>				N/A
<b>\$ 511,030</b>	<b>\$ 292,723</b>	<b>\$ 212,307</b>	<b>\$ (36,397)</b>	
<i>Project moved to "Other Corridor" (Apr-12)</i>				Oct-12
<i>Project moved to "Other Corridor" (Apr-12)</i>				May-12 / Aug-12
<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (27,500)</b>	

**TOTAL TIER 1 \$ 1,872,915 \$ 828,020 \$ 1,011,395**

**\$ 1,161,331 \$ 653,277 \$ 502,054 \$ (174,743)**

**Over (Under) Programming (Target: \$640 million)**

**\$ 188,020**

**\$ 13,277**

\* "S" means TCIF-SHOPP funded

Project #	Sponsor agency	Projects	Project Cost Estimate	TCIF	Match
<b>TIER 2 - Unprioritized</b>			<i>costs in thousands</i>		
<b>Northern California Trade Coalition Tier 2 List</b>					
13	Stan.	Short haul terminus at Crows Landing development	\$ 57,467	\$ 26,000	\$ 31,467
14	Shafter	Shafter Intermodal facility	\$ 30,000	\$ 15,000	\$ 15,000
17a	CCJPA	Donner Pass Phase 2	\$ 50,000	\$ 25,000	\$ 25,000
17b	MTC/ SACOG	Capitol Corridor Operational Improvements	\$ 60,000	\$ 30,000	\$ 30,000
18	SACOG/ City Sac.	Sacramento Depot Rail Realignment (Additional Scope)	\$ 10,000	\$ 5,000	\$ 5,000
19	Solano TA	I-80/680/12 Interchange ICP Package 1			
20	SACOG/ Caltrans	SR-70 / Feather River Blvd. Expressway Interchange	\$ 17,000	\$ 8,500	\$ 8,500
		<b>Tier 2 Total</b>	<b>\$ 224,467</b>	<b>\$ 109,500</b>	<b>\$ 114,967</b>

**Comments**

Moved to Tier 2 by Commission Action in Oct-11

Moved to Tier 2 by Commission Action in Oct-11

Officially added to Tier 2 by Coalition in Oct-11. Highest Tier 2 priority (Mar-12)

Positive Train Control (not sure if ready-to-go), not formally adopted in Tier 2

Additional scope not in original contract, not formally adopted in Tier 2

Moved to Tier 1 by Commission Action in Mar-12

Added to Tier 2 by Coalition in Oct-12.

October 18, 2012

ITEM 9

**Re: Transportation Funding Coalition for Cap and Trade Auction Revenues**

The Transportation Coalition for Livable Communities, which includes the California Alliance for Jobs, Transportation California, California Transit Association, and local and regional government associations has been exploring ways to invest cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system maintenance and operation needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment over the next ten years.

Our uniting principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing greenhouse gas emissions consistent with AB 32 and legal requirements for spending allocation revenues.

By targeting revenues and incentives toward local governments in support of regional planning goals we can leverage a cost effective investment portfolio across transportation infrastructure and efficiency measures, land use incentives, and improved transportation options to yield the greatest GHG reductions associated with the transportation sector. Allocating funding to promote combining strategies will maximize GHG reduction while reinforcing SB 375, regional blueprints, other regional plans and local innovation.

Implementing SB 375 and other GHG-reducing regional plans outside of metropolitan planning organizations (MPOs) requires rebuilding aging infrastructure within urban infill and existing rural communities. This includes transportation efficiency measures such as network and demand management strategies, transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and electric vehicle charging and natural gas fueling infrastructure. All of these transportation investments can yield even greater and more cost-effective GHG reductions when combined with land use incentives and improved transportation options like land use modifications to support regional plans, municipal infrastructure to support transit-oriented development, transit infrastructure and EV/CNG conversion, and multi-use facilities and accommodations for bicyclists, pedestrians, and NEVs. Further, multi-modal transportation connectivity and infrastructure - as well as other integrated infrastructure and land use strategies that demonstrate GHG emission reductions - provides access to a diverse mix of housing types, jobs, schools, and recreational, commercial, retail, and other services at the neighborhood level.

All of these investments are consistent with AB 32 and with meeting California's transportation infrastructure needs. These investments will create jobs, improve the movement of goods and enhance the economic performance of the state. Overall, we think this program should:

- *Create cost-effective greenhouse gas reduction investments*
- *Leverage infrastructure investments across transportation and related land use strategies*
- *Foster collaboration and performance measurement*
- *Promote innovation in GHG reduction beyond AB 32 regulations*
- *Invest in existing communities by offsetting the high cost of infill development*
- *Support co-benefits/goals: health, equity, air quality, energy, jobs, water, agriculture & habitat*
- *Improve mobility and support a multi-modal system*
- *Leverage investments to promote economic development*
- *Promote rural sustainability*





We want to work with CARB and the Legislature to craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. As a starting point, we want to suggest a few concepts for consideration in the development of an investment strategy:

1. ***Dedicate the allocation revenues related to fuels to investments that reduce GHG emissions from the transportation sector.*** This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.
2. ***Invest a major portion of fuels related revenues to implement SB 375 and other regional strategies to reduce GHGs.*** Allow funding for transit and road operations and maintenance, as well as transit and complete streets infrastructure co-implemented with land use strategies that provide GHG emission reductions within existing urban and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
3. ***Structure the investments to favor integrated transportation and land use strategies.*** Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve an optimum mix of GHG reductions and co-benefits in different areas of the state. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments to achieve long term benefits.
4. ***Improve modeling and verification systems to evaluate GHG reduction potential.*** Funding should be allocated to the development of performance measurement tools for local and regional actions that will allow evaluation and prediction of the GHG reduction and cost effectiveness of investment and land use strategies.
5. ***Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.***
6. ***Provide the incentives and assistance that local governments need to support regional GHG reduction goals.***
7. ***Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.***

We hope you will give us the opportunity to work with you to refine these concepts and take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,

**California Alliance for Jobs  
California Transit Association  
Transportation California  
California State Association of Counties  
League of California Cities  
Self-Help Counties Coalition  
California Association of Councils of Governments  
Sacramento Area Council of Governments  
Southern California Association of Governments  
Metropolitan Transportation Commission**

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## Charting the Course: San Joaquin Valley Regional Economic Cluster Action Plan

### Executive Summary

#### Project Overview

In August 2011, the Office of Community and Economic Development (OCED), Fresno State received an Economic Adjustment grant from the Economic Development Administration (EDA), U.S. Department of Commerce, to prepare a Valley-wide economic cluster analysis and a regional strategy - Action Plan - to catalyze the growth of priority clusters. It was prepared for OCED on behalf of the California Partnership for the San Joaquin Valley (Partnership). The project's goal is to support improved regional economic performance, sustainability, and opportunity for Valley residents, businesses and communities.

The Partnership is an unprecedented public-private sector partnership between the Valley and the state of California. It was created in 2005 to address the Valley's persistent economic, environmental and social challenges and disparities compared to other regions in the state and nationally, while acknowledging the statewide and national significance of the Valley, and changing the pathway for its economic future and overall well-being.

As part of its charge, in 2006 Partnership leaders prepared a Strategic Action Plan (SAP), "The San Joaquin Valley, California's 21<sup>st</sup> Century Opportunity." OCED is the Secretariat for the Partnership and manages the SAP through the "New Valley" program, which created ten Work Groups to develop and implement the first five year action plans (2006-2011). Most of the Work Groups are led by OCED partner organizations at the regional level. OCED also manages or supports many other synergistic programs, aligning university resources with Valley initiatives and leveraging resources.

The Cluster Action Plan provides recommendations for the New Valley's next stage. According to Corwin Harper, Partnership Deputy Chair, Senior Vice President, Kaiser Permanente Central Valley, and co-convenor for one of the project's Health and Wellness Cluster meetings, "This is an opportunity to achieve big outcomes for the Valley, focusing on the key few "big things" the Partnership can do, where the Valley has a competitive advantage."

## The Need for a Regional Cluster Update

According to EDA, Regional Innovation Clusters - geographic concentrations of firms and industries that do business with each other and have common needs for talent, technology, and infrastructure - are a proven way to create jobs and grow the economy. Clusters benefit from a well-developed regional strategy that leverages core regional strengths.<sup>1</sup>

The Valley has been a leader in cluster-based strategies, starting with “The Economic Future of the San Joaquin Valley” report in 2000 and the Fresno Regional Jobs Initiative (RJI) in 2003. Building upon these efforts, the SAP identified five regional clusters of opportunity for focused action: agribusiness, health and medical, manufacturing, renewable energy, and supply chain management and logistics. These clusters reflected shared priorities across the Valley and sectors where the region’s comparative advantage was considered to be strong or emerging.

The clusters have been a touchstone for the work of the New Valley, in particular for the economic development, education and workforce development partners who serve as champions for several of the New Valley Work Groups. Much progress has been made in terms of regional collaboration around demand-driven sector strategies. However, a valley-wide regional cluster analysis had not been prepared since 2004, and updated “market intelligence” was needed to help guide the next stage of the New Valley cluster implementation.

This project addresses a number of concerns and issues:

- The Valley has been more severely impacted by the “Great Recession” than most other California regions and needs to reposition itself for economic recovery.
- The global economy is experiencing structural changes and new opportunities are emerging which demand new responses at the regional level.
- Local budget challenges constrain the ability of many jurisdictions, partners and business champions to manage, implement and support county and regional cluster initiatives.
- There are areas of opportunity that can best be leveraged through collaboration at the regional level, bringing efforts to scale for increased competitiveness. These areas include renewable energy and water technology innovations, and regional food systems.

The planning process involved economic analysis; research; documentation of cluster-related initiatives and resources; cluster stakeholder meetings which were co-convened with many partners throughout the Valley; meetings and ongoing consultation with partners, cluster leaders, subject area experts, state and federal agencies, and Partnership Board members; and review of cluster innovation models.

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<sup>1</sup> <http://www.eda.gov/AboutEDA/RIC/>

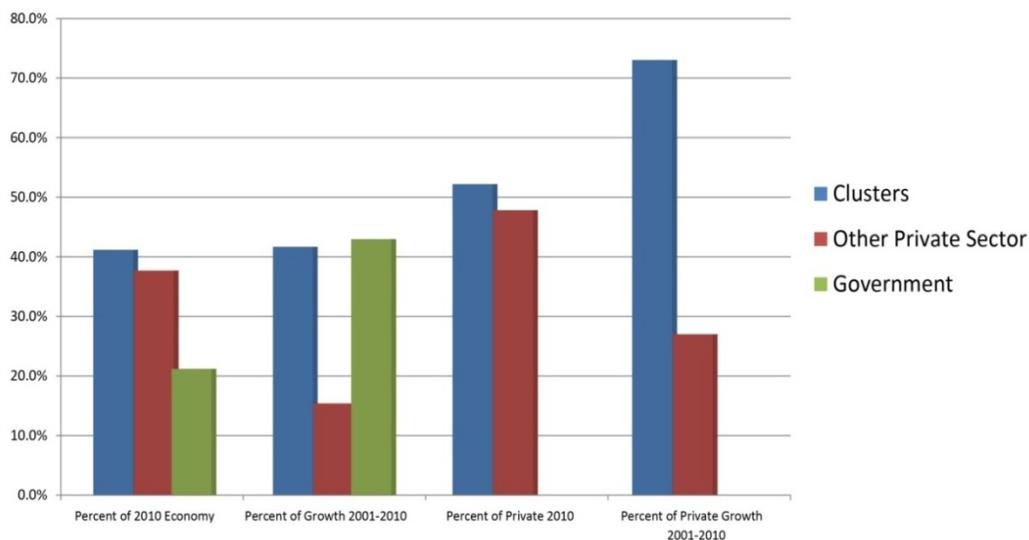
## Importance of the Clusters

The San Joaquin Valley is an economic powerhouse. Based on an analysis derived from an input-output model, Applied Development Economics (ADE) estimates that the economic output of the Valley's economy was \$228.6 billion in 2010.

ADE analyzed the Valley's major economic sectors and validated that the five original New Valley clusters continue to be the shared priorities across the region, although they have been adapted or expanded upon through the value chain concept. Each cluster contains several "components," each with sets of industries that comprise the value chain. For example, the Agriculture Cluster includes production, processing and packaging, distribution and diverse support activities. The Health Cluster now incorporates dimensions of wellness. Two clusters have been added – water technology and public sector infrastructure, based on their current and emerging importance and potential for the Valley. The Action Plan priority clusters are:

- Agriculture
- Energy
- Health and Wellness
- Logistics
- Manufacturing (which is connected to all of the clusters)
- Water Technology
- Public Sector Infrastructure (Construction)

The analysis indicates that as of 2010, these clusters (with the exception of public sector infrastructure, for which information was provided in a separate analysis sponsored by the Central California Workforce Collaborative) represent about 41 percent of total employment in the region, but during the 2001-2010 period were responsible for 73 percent of private sector job growth.



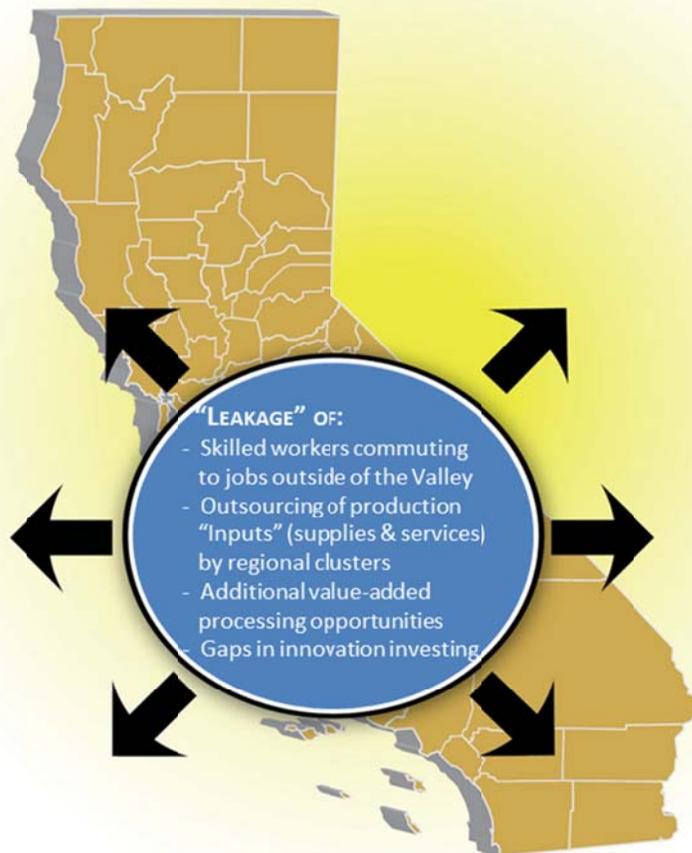
Source: IMPLAN CEW, Applied Development Economics

## Capturing the “Value Chain”

Even in clusters where the Valley has comparative advantage, such as agriculture and logistics, the Valley is not capturing the “value chain” – where value is added along the continuum of economic activity within the components of a cluster. Instead, goods flow out of the Valley where value is added later, and businesses and industries that buy goods and services from other businesses are buying a significant share of those goods and services outside the Valley, which represents a leakage of economic potential.

The report documents other kinds of leakage that occur as well, including skilled workers who commute to jobs located outside of the Valley; jobs within the Valley going to workers who live outside of the Valley; and loss of innovation. This loss of innovation is related to intellectual capital (inventions, patents, etc.) leaving the Valley in pursuit of investment capital or a more supportive entrepreneurial environment, including for specialized research and development, legal and business services.

## CAPTURING THE “VALUE CHAIN” FOR THE SAN JOAQUIN VALLEY ECONOMY



The cluster analysis identified areas of potential growth based on trends in size of the clusters, rates of employment growth, concentration in the Valley (compared to the state), and rate of growth compared to the state’s rate. This information provides insight into the region’s areas of comparative advantage. The analysis also identified trade flows indicators – output of goods and services produced by the each cluster, and leakage outside of the Valley based on business-to-business supplier inputs of goods and services in 2010. Regional demand for each cluster’s goods and services by non-cluster-related consumers (households, institutions and other businesses) was also estimated.

The leakage analysis was conducted for individual clusters, resulting in a potential list of economic development targets for business expansion, start-ups and attraction to meet these gaps. The findings were reviewed at several industry cluster meetings convened by OCED and ADE along with partners across the Valley, and have been validated as a high priority for implementation action.

ADE also aggregated these estimates of leakage by commodity type across the shared clusters to identify those with high levels of leakage, further screening them for business types that realistically could be developed in the region. The table below summarizes the potential economic development targets for expansion, attraction, start-ups and marketing by type of commodity supplied from outside the region and the estimated level of “leakage” - and therefore market support - for these new or expanded businesses. The gaps are very large in some commodity areas.

AGGREGATED ECONOMIC DEVELOPMENT LEAKAGE TARGETS	
Description	Market Support
Lessors of nonfinancial intangible assets	\$712,684,902
Scientific research and development services	\$699,203,194
Paper mills	\$611,657,224
Oilseed farming	\$457,939,735
Other basic organic chemical manufacturing	\$395,251,263
Petrochemical manufacturing	\$388,307,767
Artificial and synthetic fibers and filaments manufacturing	\$385,174,775
Software publishers	\$375,381,255
Plastics material and resin manufacturing	\$363,583,853
Automotive equipment rental and leasing	\$336,797,184
Plastics bottle manufacturing	\$336,106,827
Management, scientific, and technical consulting services	\$323,596,782
Aluminum product manufacturing from purchased aluminum	\$303,463,414
Advertising and related services	\$284,775,137
Paperboard Mills	\$257,933,907
Other plastics product manufacturing	\$244,701,794
Semiconductor and related device manufacturing	\$241,774,577
Metal can, box, and other metal container (light gauge) manufacturing	\$222,663,225
Plastics packaging materials and unlaminated film and sheet manufacturing	\$220,030,995
Motor vehicle parts manufacturing	\$212,772,162
All other chemical product and preparation manufacturing	\$169,215,313
All other basic inorganic chemical manufacturing	\$166,138,528
Architectural, engineering, and related services	\$165,780,479

Source: IMPLAN3 I-O Model, ADE

“Lessors of nonfinancial intangible assets” was the largest category shown. Activities in this industry include brand name licensing; franchising agreements, leasing, selling or licensing; oil royalty companies; oil royalty leasing; industrial design licensing; patent buying and licensing; patent leasing; and trademark licensing. This industry represents specialization of business services, including legal expertise, which is sought outside of the Valley.

Scientific research and development services was the next largest market gap. Combined with management, scientific and consulting services, these industries provide another professional services target for developing specialized expertise within the Valley. Research and scientific consulting services are a growth opportunity in both the Energy and Health and Wellness Clusters. Oilseed farming was the fourth largest gap and also relates to the Energy Cluster, as an input for biofuels. Most of the other potential targets are in manufacturing industries. The architectural, engineering, and related services industry is another potential growth area, especially with opportunities related to planned public sector infrastructure construction (estimated at more than \$36 billion from 2010-2020 across several infrastructure categories).

## Action Plan Implementation

The economic and cluster analyses and partner/stakeholder engagement process provide a platform for the evolution of the Valley’s cluster initiatives; a framework to align initiatives and resources to capture value chain opportunities; and articulation of the role for the Partnership and OCED, including the organization of the New Valley Work Groups to lead or support the clusters.

The Valley has significant assets. There are an almost overwhelming number of initiatives underway across the Valley and across the clusters, as well as efforts that are increasingly a convergence across the clusters, such as with energy, water and agriculture. A great deal of leadership and expertise resides with the partners involved in these initiatives, but they are dealing with diminished resources, the very large scale of the Valley, a diversity of issues facing the clusters, and the inherent challenges of collaboration such as dedication of time and capacity. However, partners increasingly are developing the capacity to regionalize their networks and ways to engage in specific initiatives on behalf of their networks. This network-to-network process is proving to be very beneficial. The Partnership and OCED’s goal should be to connect, support and optimize these assets and initiatives.

The project planning process led to the identification of many cluster-related issues, opportunities and recommendations. The key highlights are discussed in Chapter 7 and are summarized on the following pages. They constitute the basis for development of cluster-specific implementation plans for the next five years by the New Valley Work Groups and associated cluster leaders and partners. They are a starting point, mindful of the charge from the Partnership Board to focus on a “few big things” that will make a difference in changing the trajectory of the Valley’s future. There is a strong focus on workforce initiatives, around which the Valley has been mobilizing for several years to meet critical skills gaps and provide a pathway from poverty to prosperity for workers.

KEY CLUSTER ACTION PLAN PRIORITIES		
Cluster	Issues/Opportunities	Recommended Actions
Agriculture	<ul style="list-style-type: none"> <li>All 5 issues areas addressed in Regional Economic Summit</li> </ul>	<ul style="list-style-type: none"> <li>All actions have designated champions and recommended actions; Partnership &amp; OCED are tracking progress. See <a href="http://www.sjvpartnership.org">www.sjvpartnership.org</a></li> </ul>
Energy	<ul style="list-style-type: none"> <li>Regional focus on cluster development &amp; coordination needed; opportunity to develop biofuels, better define cluster</li> <li>Conditional Use permits vary by county – frustrating for international companies willing to invest in the Valley; results in project delays or cancellations</li> <li>Increase entrepreneurial climate; need to create culture of early stage investment, create dialogue with entrepreneurs, encourage students, to create the next generation of solar technology</li> <li>Leakage of energy use</li> </ul>	<ul style="list-style-type: none"> <li>SJV Clean Energy Organization should be lead for cluster development action plan, expand networking to connect more stakeholders</li> <li>County with Association of Planners who are working together on simpler, expedited solar permitting process throughout the state; coordinate locally</li> <li>Coordinate with UC Solar Research Institute, CVBI, Lyles Center for Innovation and Entrepreneurship, Central Valley Fund &amp; others to accelerate technology commercialization</li> <li>See Regional Economic Summit Strategy</li> <li>Focus on energy efficiencies</li> <li>Provide input to PUC on energy facilities sitings</li> </ul>
Health and Wellness	<ul style="list-style-type: none"> <li>Difficult to coordinate with so many initiatives across the Valley</li> <li>Need for consistent and regionalized standards and curriculum for same occupations/certificates; transferability of credits from Community Colleges to CSUs</li> <li>Need to standardize residency requirements for nurses</li> <li>Address gaps in workforce skills – need for better information, programs to increase skill levels</li> <li>Need to prepare for health information technologies; expand broadband infrastructure</li> <li>Need improved access to jobs and health care services in rural areas</li> <li>Wellness/prevention focus will increase demand for services and workers</li> </ul>	<ul style="list-style-type: none"> <li>Partnership health leaders should convene high level cluster meetings</li> <li>Accept transfers within regional network of accredited courses (C6 project is opportunity to standardize curriculum), including for nursing</li> <li>Collaborate with hospitals to unify employee competencies, translate to college curriculum</li> <li>Expand nursing residencies across the Valley; coordinate with hospitals, community colleges</li> <li>Build on Regional Industry Clusters of Opportunity (RICO) and other models; advocate for RICO funding</li> <li>Expand mentoring programs</li> <li>Coordinate with CPSJV Broadband Consortium, employer networks like Central Valley Health Network, WIBs, etc.</li> <li>Collaborate with Councils of Government, employers, transit agencies to develop more regional, coordinated transportation system</li> <li>Expand Patient Navigator, Promotora and other model programs</li> </ul>
Logistics	<ul style="list-style-type: none"> <li>Additional options for goods movement needed (non-truck)</li> <li>Foreign Trade Zones underutilized</li> <li>Emissions impact air quality and health</li> </ul>	<ul style="list-style-type: none"> <li>Ensure coordination between Regional Policy Council/COGs (stakeholder planning process underway), SJV Air Pollution Control District and VVCEDC, Partnership Sustainable Communities Work Group, railroad companies on planning/projects</li> <li>See Regional Economic Summit Strategy</li> </ul>
Manufacturing	<ul style="list-style-type: none"> <li>Main issue for employers is workforce development</li> <li>Lack of high-level engineering jobs in the Valley so many students leave the region</li> <li>Need cross-pollination of engineering workplace skills with existing workforce</li> <li>Need appropriate infrastructure to create new products out of recycled products; waste commodities being shipped overseas</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with Recycling BIN (Build Infrastructure Now) effort to increase manufacturing from recyclables</li> <li>Match resources of the universities to the manufacturers; connect internships with employers</li> <li>Do policy advocacy (coordinated by REACON) on increase markets for recycling in California (Recycling BIN – Build Infrastructure Now)</li> </ul>
Water Technology	<ul style="list-style-type: none"> <li>Demand for clean water, sustainable water resources &amp; infrastructure is creating new business opportunities beyond agriculture</li> <li>Issues identified at Regional Economic Summit</li> </ul>	<ul style="list-style-type: none"> <li>Broaden focus of R&amp;D to address broader water supply and quality issues across a broader range of industries; coordinate with WET Center, Lyles College of Engineering, CVBI</li> <li>Focus on growth and specific technologies (BlueTech Valley)</li> <li>See Regional Economic Summit Strategy</li> </ul>
Public Sector Infrastructure - (CCWC Project)	<ul style="list-style-type: none"> <li>RJI Construction Cluster not active</li> <li>Lack of awareness regarding aggregated impact of public sector investments</li> <li>Updated inventory of projects &amp; schedules needed on ongoing basis</li> <li>Coordination needed with economic development and planning to secure project funding</li> </ul>	<ul style="list-style-type: none"> <li>Implement CCWC Regional Plan as Cluster Strategy</li> <li>Coordinate with Partnership to advocate for public sector investment/local hiring</li> <li>Identify lead to update project inventory and schedule</li> <li>Coordinate with Regional Policy Council and Economic Development District to link project priorities with possible funding</li> </ul>

The following addresses the role of the Partnership and OCED at the regional scale to gain the highest levels of benefit for driving the progress of the clusters.

## Role of the Partnership

Given its mission and role, how and where can the Partnership best add value at the regional level for successful on-the-ground implementation?

- **Network** - Help connect the many efforts across the region that are cluster-based or support the clusters (cluster foundations such as infrastructure – including broadband, sustainable communities, financing, environmental quality, and education and workforce).
- **Convene** – Play a convening role for the bigger valley-wide issues that are not being addressed in other forums, to drive the agenda for the growth and vitality of the clusters.
- **Integrate** - Provide synergy across the region, helping to knit together the clusters, the issues and the initiatives to pursue shared priorities.
- **Advocate** - Promote and advocate regarding cluster priorities on behalf of the Valley, including the removal of barriers, elevation of regional issues and opportunities, resource needs, and networking with partners and investors outside of the region.
- **Catalyze** – Be a catalyst for collaboration and the diffusion of innovation, including through the elevation of models.

The Partnership plays many of these roles already and the next step is for more intentional engagement around cluster-based economic strategy. Cluster processes are by their nature vehicles for engagement of champions, businesses, stakeholders and partners in regional strategies. During the course of the project, ADE found that awareness of the Partnership was varied. Proactive engagement of the Partnership will increase this awareness and expand the impact of the Partnership across the Valley and beyond.

## Role of OCED/New Valley Work Groups

The New Valley Work Groups are in varying levels of capacity and operational status and should be refocused to support the implementation of the Cluster Action Plan, building on the existing efforts of OCED and partners. Chapter 7 provides recommendations for a proposed Work Group structure. Follow up is required by OCED to secure the commitment of certain groups to assume a Work Group leadership role, with OCED in a support role for most of the Work Groups. One priority is to reorganize the Health and Human Services Work Group (not currently active) to become the Health and Wellness Cluster Work Group, to organize and convene the cluster and drive the action agenda.

Several of the implementation areas are related to the Economic Development Work Group. A major priority is to identify a lead for a strategy to refine and follow up on economic development leakage targets. Closing these gaps is critical for increasing investment, jobs and businesses in the Valley. These targets are an opportunity for a more proactive role for the Work Group. This Work Group can also be

the lead for the cluster-specific recommendations in the cluster areas that do not have a lead work group.

Another opportunity for the Economic Development Work Group is via the newly designated EDA-funded Economic Development District, wherein economic development leaders can collaborate with the San Joaquin Valley Regional Policy Council as it identifies infrastructure project priorities that will be recommended through the San Joaquin Valley Interregional Goods Movement Plan process. Some of the projects may be eligible for EDA and other public sector infrastructure funds. These projects will improve mobility and air quality and contribute to the revitalization of the Construction Cluster.

The Action Plan also addresses the need for Valley leaders to build and support an entrepreneurial environment to reduce the intellectual/innovation leakage gap and foster new jobs and businesses in the Valley. In so doing they will be able to capitalize on new research assets such as UC Solar and the UC Merced Health Sciences Research Institute and catalyze the commercialization of new technologies.

## Next Steps

The following are some next steps for OCED and the Partnership.

1.	Reorganize the New Valley Work Groups to reflect the Cluster Action Plan opportunities.
2.	Convene the New Valley Work Groups to update their work plans to reflect the high-level, high-impact cluster findings and recommendations, and convene thereafter on a periodic basis to advance cluster priorities. Engagement of Partnership Board members will strengthen this process, especially for the Health and Wellness Cluster.
3.	Confirm the role of the CCVEDC and other partners/potential Work Group leads, especially related to development of a strategy for the Economic Development Targets. Coordinate with TeamCalifornia to enhance marketing and outreach opportunities.
4.	Coordinate with the Central California Workforce Collaborative (CCWC) on the implementation of the Public Sector Infrastructure Workforce Strategy.
5.	Develop increased linkages between economic development and workforce development and education around specific cluster needs.
6.	Continue to coordinate with the statewide economic summit process, and align the annual outcomes of the Work Group work plans for the Valley's next regional economic summit, to be held in the fall of 2013, and for the state-wide summit in December 2013.

## INFORMATIONAL ITEMS – NOVEMBER 2, 2012

### 13. Revised 99 Business Plan

*R. Ball/A. Hakimi*

As you know, a team of individuals from your agency staff and our partners at Caltrans have endeavored to update the State Route 99 Business Plan with new project information for the various tables in Volumes I and II. Over time and after several monthly teleconference meetings Caltrans District 6 and 10 engineering staffs have compiled new project information into the various tables. The Directors took action last month to approve Figures 3.6, 3.7 and 3.8. These figures have since been forwarded to Caltrans planning staff in addition to the updates for Figures 3.4 and 3.4A. At the Project Team Meeting of October 19, Caltrans staff advised the team that a draft document will be available for review in early November. Once circulated, a deadline for comments will be requested by early December. Specific dates will be indicated once the document is released for technical review. The final document will be formally circulated to the SJV COG Directors in the month of January 2013 with a request for final approval at the February 2013 meeting. Caltrans staff will use “track-changes” to expedite the review process for the administrative draft.

Figure	Table Description	Total Cost
Figure 3.4 - Major Capacity & Operational Projects		\$ 1,584.2 M
Figure 3.4A - Major Capacity/Op. under Construction		\$ 1,315.1 M
Figure 3.6 - Cat. 2 Major Capacity Projects (not funded)		\$ 2,047.0 M
Figure 3.7 - Cat. 3 Major Operational Projects (not funded)		\$ 1,231.7 M
Figure 3.8 - Cat. 4 Interchange Projects – status (not funded)		\$ 119.0 M

### 15. Proposition 84/Blueprint

*R. Terry*

(Prop 84 Round 1) Blueprint Integration (BPI) outreach and circuit planning activities to the 46 valley cities with populations under 50,000 continues and is scheduled to provide Blueprint Principle integration assistance to these cities through January 2013. For this effort, the Valley has been organized into three sub-regions; North, Central and South. The North region, which includes cities within the counties of San Joaquin, Stanislaus and Merced, are being served by the firm Municipal Planning Services. Activities in the Central region, which includes cities within the counties of Madera and Fresno, are being served by the firm Land Use Associates. Activities in the South region, which includes cities within the counties of Kings, Tulare and Kern, are being served by the firm Collins and Schoettler. Participating cities have self-selected the preferred type of assistance to be provided them from a menu of activities provided through their assigned circuit planner. Agreement letters establishing the scope of work and timelines have been sent to the respective city managers for review and signature, with planning work on-going at various levels of activity throughout the Valley; over half of the agreement letters have been returned thus far. Currently 43 of the 46 cities are coordinating assistance efforts with their respective circuit planning team, with the three electing not to participate doing so based upon their lack of staffing and/or project needs.

(Blueprint) As part of the continued Blueprint effort, the Fresno COG hosted the quarterly Valley Planner’s Network Meeting on September 26, 2012. The meeting gives local

agency staff and interested parties the opportunity to network with other professionals from around the valley while discussing regional planning efforts and their relevance and successes/challenges at the local level. As always, local agency staff and interested parties were encouraged and welcomed to participate. A special presentation highlighting the recently completed SJV Higher Density Housing Market Analysis was presented by the Concord Group (consultant). This presentation gave interested parties the opportunity to discuss the model and report prepared as part of the analysis. Feedback and comments regarding the model and report were taken at the meeting and will be used in conjunction with previously received comments to formulate the final products. In the coming weeks the final model and report will be completed and made available to all interested parties. The draft model and report can both be downloaded from the Valley Blueprint website at the following link: <http://valleyblueprint.org/san-joaquin-valley-higher-density-residential-housing-market-study.html>

To further encourage quality in planning and development while increasing the public's awareness of the San Joaquin Valley Blueprint, Fresno COG, on behalf of the Regional Policy Council, was pleased to announce the Call for Nominations for the 2012 San Joaquin Valley Blueprint Awards, which was released on July 6, 2012. Nomination applications were due no later than August 24, 2012 at Noon. A judging panel comprised of representatives from government, private and public institutions was formed, with award recipients announced September 21, 2012. Details of each award category and recipient can be seen by going to the Valley Blueprint website at the following address: <http://valleyblueprint.org/home/2012-blueprint-awards.html>. The awards ceremony was held at the San Joaquin Valley Regional Policy Council Fall Policy Conference on October 12, 2012, at the Tachi Casino and Resort located in Lemoore, CA.

For any questions regarding the above notated items, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

## **16. *Blueprint Planner's Toolkit***

***B . Steck***

The Planners Toolkit is a dynamic online resource for planning laws, case studies, templates, and other resource materials. The Toolkit is built on the idea that a multitude of smart growth resources already exist. Many organizations throughout the country have developed smart growth initiatives, strategies, plans, and ordinances. Instead of reinventing these resources, the Planners' Toolkit gathers the best and most appropriate examples for use by cities and counties throughout the San Joaquin Valley.

The Toolkit's online format allows it to be accessed by anyone and to be updated on a regular basis. The Toolkit is also designed to engage the user, who is able to critique tools and suggest new tools and new tool content. This format allows the Toolkit to be maintained as a flexible, contemporary, and relevant resource. The Toolkit will always be a work in progress. As conditions change and new challenges and ideas emerge, new tools will be necessary. Likewise, as communities update their plans and adopt new ordinances, individual tools will be updated with new case studies, templates, and other resources.

There is no one-size-fits-all formula for creating communities that are sustainable;

however, the Toolkit provides tested strategies, plans, policies, and ordinances that local governments can use to initiate change and generate substantial returns on investment.

For the past year, the SJV Blueprint consulting firm of Mintier Harnish has administered the web based Planners Toolkit. This contract expires on October 31, 2012. Fresno COG is currently seeking a new “home” for these administration tasks in order to ensure that this useful site remains available for our member agencies planning activities. In the meantime, Fresno COG will maintain the site, which is hosted by MCAG along with all Valleywide RPA websites. We will keep you informed of our progress finding a new administrator.

### **18. Regional Energy Planning**

**M. Sigala**

The **Regional Energy Planning for Economic Development Roadmap** and valleywide planning effort continues with partners strategizing for funding. Based upon our meeting with the California Energy Commission in August, there might be a “regional planning” funding category that we are eligible for. A follow up meeting with the CEC and the Strategic Growth Council is tentatively set for November 8, 2012.

The **Southwest Solar Transformation Initiative (SSTI)** has unveiled its "roadmaps" developed for the cities of Arvin, Atwater, Clovis, Delano, Hanford, Livingston, Madera, Merced, San Joaquin, Visalia, Fresno, Modesto, Mendota and Turlock. During October, the SSTI team continued to meet with each city to review findings. The SSTI is part of the U.S. Department of Energy’s Rooftop Solar Challenge to help streamline and standardize permitting, zoning, metering and connection processes – and improve finance options for rooftop solar systems, with a particular focus on municipal buildings. The San Joaquin Valley Regional Policy Council/RTPAs are a partner in this program.

At this time, we are planning for a year-end “wrap up” workshop to be held in Fresno on Wednesday, December 12, 2012.