



## San Joaquin Valley Regional Planning Agencies' Directors' Committee

### Meeting Agenda

Thursday, December 14, 2023

9:00 a.m.

Via Zoom:

Meeting ID: 870 9950 6346, Passcode: 219434

<https://us02web.zoom.us/j/87099506346?pwd=UUt1b0lmWWhKT0VZMXIOZH0rVXNidz09>

Phone only: 1 (669) 900-9128

### APPROVAL OF MINUTES

*Enclosure*

1. November 2, 2023, Directors' Meeting

Ted Smalley



### DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality  
*Update and discussion*

Ryan Niblock

3. Budget, Policy, and Legislative Updates
  - a. California
  - b. Federal

Gus Khouri  
Jen Covino

4. Committee Updates
  - a. *Valley Legislative Affairs Committee (VLAC)*
  - b. *SJV Swap Meet*
  - c. *Housing and Land Use*
  - d. *Travel Modelers Group*

Robert Phipps  
Gabriel Gutierrez  
Kim Anderson  
Rob Ball



*Approve eight-county V-TRANSFRM (Valley Transport Resiliency Advancement For Neighborhoods' Sustainable Freight Movement) \$3 million Climate Adaptation Mitigation Grant application.*

Tulare County  
Association of  
Governments  
Ted Smalley - Chair

Fresno  
Council of  
Governments  
Tony Boren - Vice Chair

Kern  
Council of  
Governments  
Ahron Hakimi

Madera County  
Transportation  
Commission  
Patricia Taylor

(559) 266-6222  
(559) 314-6015 (Fax)



Stanislaus  
Council of  
Governments  
Rosa Park

Merced County  
Association of  
Governments  
Stacie Guzman

Kings County  
Association of  
Governments  
Terri King

San Joaquin  
Council of  
Governments  
Diane Nguyen

<http://sjvcogs.org>



210 N Church St. Suite B  
Visalia, CA 93291

- |   |                                   |                                     |
|---|-----------------------------------|-------------------------------------|
| 5. SJV REAP Program<br><b>Receive update</b>              | Michael Sigala &<br>Robert Phipps | <input checked="" type="checkbox"/> |
| 6. 2024 Annual Policy Conference<br><b>Receive update</b> | Ted Smalley                       | <input checked="" type="checkbox"/> |

**INFORMATIONAL ITEMS**

*The following items are for informational purposes and require no action or vote. Listed individuals will provide a brief verbal update at the meeting.*

- |   |                             |
|---|-----------------------------|
| 7. Caltrans Directors' Report                         | Diana Gomez/Dennis Agar     |
| 8. California High Speed Rail                         | Garth Fernandez/Toni Tinoco |
| 9. San Joaquin JPA for Passenger Rail                 | Dan Leavitt                 |
| 10. TradePort California                              | Simran Jhutti               |
| 11. San Joaquin Valley Air Pollution Control District | Tom Jordan                  |
| 12. Miocar Car Sharing                                | Michael Sigala              |
| 13. California Partnership for the San Joaquin Valley |                             |

**OTHER ITEMS**

14. Director Items
15. Public presentations for items not on the agenda.  
*This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to three minutes. The public may comment on listed agenda items as they are considered.*

**ADJOURN MEETING**

***Directors' Executive Session if necessary.***

**Next Directors' Meeting: Thursday, January 11, 2024**

**Americans with Disabilities Act (ADA) Accommodations** The meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at (559) 266-6222, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting. At this time, most meetings are conducted via Zoom.



## Meeting Minutes

Thursday, November 2, 2023

Time: 10:00 a.m.

**ITEM 1**

Meeting Location:

Hybrid – Merced County Association of Governments/Zoom Conference

Directors	MPO
Ted Smalley – Chair	Tulare County Association of Governments
Tony Boren – Vice Chair	Fresno Council of Governments
Stacie Guzman	Merced County Association of Governments
Rosa Park	Stanislaus Council of Governments
Patricia Taylor	Madera County Transportation Commission
Terri King (absent)	Kings County Association of Governments
Ahron Hakimi	Kern Council of Governments
Diane Nguyen	San Joaquin Council of Governments

*Please see Appendix A for a list of other attendees*

### APPROVAL OF MINUTES

#### 1. October 12, 2023, Directors' Meeting

Ted Smalley

There was a motion to approve the October 12, 2023, Directors' Committee minutes.

First Motion: Ahron Hakimi  
Second Motion: Stacie Guzman  
 Motion Carried

Tulare County  
 Association of  
 Governments  
 Ted Smalley - Chair

Fresno  
 Council of  
 Governments  
 Tony Boren - Vice Chair

Kern  
 Council of  
 Governments  
 Ahron Hakimi

Madera County  
 Transportation  
 Commission  
 Patricia Taylor

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Stanislaus  
 Council of  
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 Rosa Park

Merced County  
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 Governments  
 Stacie Guzman

Kings County  
 Association of  
 Governments  
 Terri King

San Joaquin  
 Council of  
 Governments  
 Diane Nguyen

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 Visalia, CA 93291

## DISCUSSION/ACTION ITEMS:

### 2. RTP/Sustainable Communities Strategies/Air Quality

R. Niblock

Ryan Niblock provided an update: Regarding Highway Sanctions: the house of representatives elected a speaker, significantly improving the odds of avoiding a government shutdown after November 17. A shutdown would have sent EPA staff home on furlough, which would halt progress on sanctions being lifted. In the meantime, at a technical staff level, we'll continue to work as though sanctions are coming – ensuring that projects expected to be “exempt” have pre-approval to obligate funds without sanctions review related delays. Regarding the RTP/SCS: six Valley MPOs have a tentative verbal approval of our SCS from CARB. CARB has not been able to provide a timeline for receiving an official written approval.

### 3. Budget, Policy, and Legislative Updates

#### *State of California*

G. Khouri

Gus Khouri noted only \$18B of \$44.5B collected in tax receipts thus far. This includes personal income, corporate, and capital gains taxes. The deadline moved from October 16 to November 16 for collection. The FY 24-25 Budget is projected to have a \$14 billion deficit. ACA 13 will be on the November 2024 ballot. This Constitutional Amendment requires that tax threshold increases be subject to a 2/3 vote approval. It is in response to the California Business Roundtable's (CBR) initiative, which has qualified for November 2024, that makes all taxes (general and special taxes) subject to a 2/3 vote. The CBR has until June 27, 2024, to notify the Secretary of State if they want to pull the initiative. We need to kick off the conversation about the 2024 Draft State Legislative Platform. We played a lot of defense the past two years. We must be assertive with searching for additional funding, particularly multimodal options.

#### *Washington D.C.*

J. Covino

Jen Covino noted an EPA webinar on the Clean Ports program. The Federal Highway Administration has a funding opportunity for the Accelerated Innovation Deployment grant. FHWA has announced that it is accepting applications under the \$40 million Saving Lives with Connectivity: Accelerating V2X Deployment grant opportunity to advance connected and interoperable vehicle technologies. FHWA has also announced its Alternative Fuel Corridor Designations. Tony Boren noted the federal port grant recently awarded to Fresno COG.

An agenda item was added here. A letter of support to reappoint CTC Commissioner Martinez. Letters from the Directors Committee and Regional Policy Council were approved with a motion by Ahron Hakimi and second by Stacie Guzman.

### 4. SJV REAP Program

M. Sigala & R. Phipps

Robert Phipps noted HCD interest in workshops and valleywide assignments. There is a joint Valley REAP/HCD workshop on November 14<sup>th</sup> related to Housing Element deadlines. Robert noted the third round of funding to MPOs, and most invoices have been paid out.

## INFORMATIONAL ITEMS

### 5. Caltrans Directors' Report

D. Gomez/D. Agar

Michael Navarro, District 6, noted the CTC meeting last month in Madera. The draft ITIP came out last week, there is funding included for the Madera HSR station, Tulare Pixley SR 99, and Madera SR 99 North Six Lane project. FY 23-24 Caltrans Sustainable Planning Grant applications are due January 18, 2024. ATP cycle 7 and TCEP is forthcoming. TCEP funding could be eligible for environmental uses. Marlon Regisford, District 10, noted the Bridge Investment Program. Caltrans is accepting applicants for this program. Partnerships for TCEP and ATP, Caltrans is looking for partnership opportunities. Winter storm prep activities is occurring now.

- 6. California High Speed Rail** T. Tinoco  
Toni Tinoco noted a grade separation in Kings County that is opening today. The HSR board meeting is today. There is a forthcoming RFQ for design services for the track and overhead systems. There are two upcoming community meetings in Chowchilla and Merced for the Madera to Merced segment.
- 7. San Joaquin JPA for Passenger Rail** D. Leavitt  
Michael Hanebutt noted the Merced project linking the San Joaquins to HSR. In Madera, they are looking to fund phase II, funding for the station. For Madera phase III, they are planning a scoping meeting in December.
- 8. TradePort California** S. Jhutti  
Tony Boren noted the \$1.75M in federal funding. They asked for more, so now they are rescoping the project.
- 9. San Joaquin Valley Air Pollution Control District** T. Jordan  
No report provided.
- 10. MioCar EV Car Sharing** M. Sigala  
Michael Sigala noted they are submitting a \$500k grant application to CARB for technical assistance and capacity building. Ted Smalley asked for report on MioCar for the January Director's and upcoming Policy Council meeting.
- 11. California Partnership for the San Joaquin Valley** E. Gonzales  
No report provided.

#### **OTHER ITEMS**

- 12. Director Items**  
Stacie Guzman announced zero emission, battery electric, buses in service now in Merced. Rosa Park announced that former Modesto City Councilmember and Policy Council Member Jenny Kenoyer has passed. Ted Smalley noted we should name a Lifetime Achievement Award after Jenny Kenoyer for the Annual Policy Conference.
- 13. Public Presentations for Items not on the agenda**  
No public comment.

**Meeting adjourned at approximately 10:45 A.M.**

Appendix A – Additional Meeting Participants

Individual	Organization
Rob Ball	Kern Council of Governments
Roberto Brady	Tulare County Association of Governments
Jen Covino	Simon and Company
Steve Dial	San Joaquin Council of Governments
Tom Dumas	Caltrans District 10
Jeff Findley	Madera County Transportation Commission
Jose Luis Caceres	Stanislaus Council of Governments
David Gellman	Simon & Company
Elisabeth Hahn	Stanislaus Council of Governments
Steven Ingoldsby	Tulare County Association of Governments
Simran Jhutti	Fresno Council of Governments
Tom Jordan	SJVAPCD
Gus Khouri	Khouri Consulting
Michael Navarro	Caltrans District 10
Robert Phipps	Fresno Council of Governments
Marlon Regisford	Caltrans District 10
Gabbie Sefranek	Caltrans
Toni Tinoco	CA High Speed Rail
Brenda Veenendaal	Fresno Council of Governments
Michael Sigala	Valleywide Coordinator, Sigala Inc



## Simon & Company

Intergovernmental Affairs  
11155 15th Street NW Suite 405  
Washington, DC 20005

**FROM:** Jen Covino  
David Gellman

**TO:** San Joaquin Valley Regional Planning Agencies' Directors' Committee

**SUBJECT:** Federal Budget, Policy, and Legislative Update

**DATE:** December 12, 2023

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See below for a review of infrastructure developments at the federal level of significance to the Central Valley. New actions include the approval of a revision to the State Implementation Plan (SIP) concerning emissions of particulate matter (PM) from wood burning devices by the U.S. Environmental Protection Agency (EPA), rail infrastructure grants awarded to California sponsors through the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program-National and Corridor Identification and Development (Corridor ID) Program, a new greenhouse gas performance (GHG) measure issued by the Federal Highway Administration (FHWA), and Alternative Fuel Corridor (AFC) designations in the Central Valley. The U.S. Department of Transportation (DOT) and Federal Railroad Administration (FRA) also updated calendars for the anticipated release of Notices of Funding Opportunity (NOFOs) through the spring, and we have provided those lists as well as current federal funding opportunities for your awareness and planning. Please let us know if we can answer any questions or provide further information on these topics.

### **EPA Approves San Joaquin Valley State Implementation Plan Revisions**

On November 28, 2023, EPA issued a [final rule](#) approving a revision to the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) portion of the California SIP under the *Clean Air Act (CAA)* concerning PM emissions from wood burning devices. EPA proposed to approve Resolution Number 21-11-7 entitled Burn Cleaner Fireplace and Woodstove Change-out Incentive Measure ("Burn Cleaner Incentive Measure") in April and issued the final rule following a public comment period and additional review. The final rule will become effective on December 28, 2023.

### **California Awarded Bipartisan Infrastructure Law Funding for Rail Projects**

The Federal Railroad Administration (FRA) [announced](#) the first [project selections](#) under the Federal-State Partnership for Intercity Passenger Rail (FSP) Program for non-Northeast Corridor (NEC), or National, projects as well as [selections](#) under the Corridor ID Program. The FSP Program was previously known as the Federal-State Partnership for State of Good Repair Grant Program but was reauthorized by the *Bipartisan Infrastructure Law* (P.L. 117-58) and expanded to support the expansion and establishment of new intercity passenger rail and high-speed rail



services. The reimagined program also supports projects to improve the safety, reliability, and performance of intercity passenger rail services and project planning elements such as environmental review and design. The Corridor ID Program was established by the BIL to support the development of intercity passenger corridors and establish a pipeline of projects ready for federal funding.

DOT awarded over \$6 billion in funding under the FSP-National Program to rail projects serving California. This includes \$3,073,600,000 to the California High-Speed Rail Authority (CHSRA) for the California Inaugural High-Speed Rail Service Project. According to a fact sheet from FRA, project activities include:

- “final design and right-of-way acquisition for the Merced extension (Madera, CA to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter, CA to Bakersfield, CA);
- civil, track and systems construction for the 13-mile Bakersfield Interim extension;
- design and construction of Fresno Station; and,
- design and procurement of trainsets, as well as design and construction of trainset facilities.”

DOT will also award an additional \$3 billion in FSP-National funding for the Brightline West High-Speed Intercity Passenger Rail System Project. Funding will support “right-of-way acquisition, final design, and construction activities for the highspeed rail tracks, four stations and facilities, signal system, rolling stock, roadway modifications, and other associated infrastructure for a new 218-mile intercity passenger rail system between Las Vegas, NV and Rancho Cucamonga, CA.”

Projects selected under the Corridor ID Program will receive up to \$500,000 in funding to ready rail corridors for final design and construction. Selected corridors will then be given preference under future rounds of the FSP Program and included in an annual project pipeline report submitted to Congress. FRA selected the San Joaquin Valley Corridor sponsored by the California Department of Transportation as one of 69 corridor selections in 44 states. According to a fact sheet, the project will “provide improvements to the existing state-supported San Joaquins between Sacramento/Oakland and Merced, CA, with an extension north from Sacramento to Chico and Redding, CA. The proposed corridor would also include new frequencies.”

DOT also selected the California High-Speed Rail Phase 1 Corridor sponsored by CHSRA and the Brightline West High-Speed Corridor sponsored by the Nevada Department of Transportation in the initial round of the Corridor ID Program. See a [press release](#) from California Senator Alex Padilla as well as [fact sheet](#) from the White House for more information on these announcements.

### **FHWA Finalizes Greenhouse Gas Performance Measure**

FHWA [issued](#) a [final rule](#) to establish a new GHG performance measure under the Transportation Performance Management (TPM) framework. The regulation would add the measure to the existing slate of TPM national performance measures. The rule establishes a method for the measurement and reporting of GHG emissions in accordance with the performance measure. The final rule was published on [December 7, 2023](#) in the *Federal Register*





and will become effective on January 8, 2024.

FHWA will define the performance measure as the “percent change in on-road tailpipe [carbon dioxide (CO<sub>2</sub>)] emissions on the [National Highway System (NHS)] relative to a reference year.” The regulation sets Calendar Year (CY) 2022 as the reference year for this purpose. The regulation mandates that State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) with NHS mileage within their state geographic boundaries or metropolitan planning area boundaries must establish targets for declining GHG emissions for roadway travel on the NHS and report on their progress toward the achievement of those targets. State DOTs will establish two- and four-year statewide emissions reduction targets, while MPOs will establish four-year emissions targets. Additionally, where the metropolitan planning area boundaries of two or more MPOs overlap any portion of an urbanized area (UZA) and the UZA contains NHS mileage, those MPOs must also establish joint four-year targets for that UZA.

State DOTs will establish and report their first targets by February 1, 2024, with subsequent targets to be reported by October 1, 2026 and biennial reports thereafter. MPOs will be required to establish their targets no later than 180 days after their state DOT establishes its targets. The regulation does not mandate how low the target goals must be, but only that they must reduce emissions over time in a manner most appropriate for local communities.

### **Administration Announces Alternative Fuel Corridor Designations in Central Valley**

FHWA recently [announced](#) Round 7 AFC designations. The designations include [Corridor-Pending AFCs](#) and [Corridor-Ready AFCs](#) in 11 states and four territories for electric vehicle (EV) charging, in 13 states for hydrogen, and in one state each for compressed natural gas (CNG) and propane. The designation opens eligibility for funding under the National Electric Vehicle Infrastructure (NEVI) Formula Program and Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. New Corridor-Pending AFCs in the Central Valley with EV Charging designations include the following:

- **I-580**: Between the I-580/I-205 interchange at Tracy and the I-580/I-5 interchange.
- **SR-88**: Between the SR 88/SR 99 interchange at Stockton and the SR 88/SR 49 intersection at Jackson.
- **SR-132**: Between the SR 132/SR 99 interchange at Modesto and the SR 132/I-580 interchange at Tracy.
- **SR-140**: Between the SR 140/I-5 interchange at Gustine and the SR 140 terminus at El Portal.

FHWA stated it will designate new Freight EV Corridors as directed by the *Bipartisan Infrastructure Law* (PL 117-58) at a later date.

### **Upcoming Funding Opportunities**

DOT updated its [calendar](#) outlining the anticipated release of Notices of Funding Opportunity (NOFOs) for competitive grant programs through next spring. FRA also updated a separate [calendar](#) with anticipated NOFO releases as well as grant announcements for rail programs. We have consolidated those calendars below for your awareness and planning:

- December 2023



- FRA Railroad Crossing Elimination Program
- FRA Restoration and Enhancement Program
- NHTSA State Electronic Data Collection
- December 2023/January 2024
  - FHWA Bridge Investment Program: Planning Project Grants and Bridge Project Grants
  - MARAD Port Infrastructure Development Program
  - FRA Consolidated Rail Infrastructure and Safety Improvements Program
- January 2024
  - FTA Bus and Bus Facilities Program
  - FTA Low or No Emission Vehicle Program
  - FMCSA High Priority - Enforcement Training Support
- February 2024
  - OST Safe Streets and Roads for All Grant Program
- Winter 2024
  - FHWA Low Carbon Transportation Materials Grants
- February/March 2024
  - FRA Federal-State Partnership for Intercity Passenger Rail Grant Program: National and Northeast Corridor
- March 2024
  - FTA Electric or Low-Emitting Ferry Pilot Program
  - FTA Ferry Service for Rural Communities
- April/May 2024
  - FRA Interstate Rail Compacts Program

### **Current Funding Opportunities**

- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2023 Notice of Intent Deadline: December 12, 2023)
- [EPA Hydrofluorocarbon Reclaim and Innovative Destruction Grants](#) (Optional Notice of Intent to Apply Deadline: December 15, 2023)
- [DOT FTA FY 2024 Rail Vehicle Replacement Program](#) (Deadline: December 18, 2023)
- [USACE Corps Water Infrastructure Financing Program](#) (Preliminary Application Deadline: December 19, 2023)
- [DOI USBR FY 2023 and 2024 WaterSMART Aquatic Ecosystem Restoration Projects](#) (Deadline: January 4, 2024)
- [DOI USBR FY 2024 and 2025 WaterSMART Small-Scale Water Efficiency Projects](#) (First Application Deadline: January 16, 2024)
- [DOT FHWA FY 2024 Accelerating Vehicle to Everything Deployment](#) (Deadline: January 17, 2024)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2023 Full Application Deadline: January 23, 2024)
- [DOT FTA FY 2024 All Stations Accessibility Program](#) (Deadline: January 30, 2024)
- [EPA 2023 Clean School Bus Rebates](#) (Deadline: January 31, 2024)
- [DOT FHWA FY 2023 and 2024 Advanced Transportation Technology and Innovation \(ATTAIN\) Program](#) (Deadline: February 2, 2024)
- [DOT FTA FY 2024 Innovative Coordinated Access and Mobility Pilot Program](#) (Deadline: February 13, 2024)
- [EPA Hydrofluorocarbon Reclaim and Innovative Destruction Grants](#) (Deadline: February 16, 2024)



- [DOI USBR FY 2024 and 2025 WaterSMART Water and Energy Efficiency Grants \(WEEG\)](#) (FY 2024 Funding Deadline: February 22, 2024)
- [DOT FY 2024 RAISE Grant Program](#) (Deadline: February 28, 2024)
- [DHS FEMA FY 2024 Rehabilitation of High Hazard Potential Dams](#) (State Deadline: February 29, 2024)
- [DOI USBR FY 2023 and 2024 WaterSMART Large-Scale Water Recycling Projects](#) (Second Deadline: March 29, 2024)
- [DOI USBR FY 2023 and 2024 WaterSMART Planning and Design Grants](#) (FY 2024 Funding Deadline: April 2, 2024)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2024 Notice of Intent Deadline: April 16, 2024)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2024 Full Application Deadline: May 28, 2024)
- [DOI USBR FY 2024 and 2025 WaterSMART Small-Scale Water Efficiency Projects](#) (Second Application Deadline: July 9, 2024)
- [DOT FHWA FY 2023-2026 Bridge Investment Program: Large Bridge Project Grants](#) (FY 2025 Deadline: August 1, 2024)
- [DOI USBR FY 2023 and 2024 WaterSMART Cooperative Watershed Management Program Phase I](#) (Second Deadline: September 3, 2024)
- [DOI USBR FY 2023 and 2024 WaterSMART Large-Scale Water Recycling Projects](#) (Third Deadline: September 30, 2024)
- [DOI USBR FY 2024 and 2025 WaterSMART Water and Energy Efficiency Grants \(WEEG\)](#) (FY 2025 Funding Deadline: October 30, 2024)
- [DOI USBR FY 2024 and 2025 WaterSMART Small-Scale Water Efficiency Projects](#) (Third Application Deadline: January 14, 2025)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2025 Notice of Intent Deadline: April 15, 2025)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2025 Full Application Deadline: May 27, 2025)
- [DOI USBR FY 2024 and 2025 WaterSMART Small-Scale Water Efficiency Projects](#) (Fourth Application Deadline: July 8, 2025)
- [DOT FHWA FY 2023-2026 Bridge Investment Program: Large Bridge Project Grants](#) (FY 2026 Deadline: August 1, 2025)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2026 Notice of Intent Deadline: April 14, 2026)
- [DOT FHWA FY 2023-2026 Accelerated Innovation Deployment Demonstration Grants](#) (FY 2026 Full Application Deadline: May 26, 2026)
- [EPA FY 2023 Water Infrastructure Finance and Innovation Act \(WIFIA\) Program](#) (Rolling Deadline)



**Kern Council  
of Governments**

December 14, 2023

TO: San Joaquin Valley Regional Planning Agencies Directors Committee

By: Rob Ball, Deputy Director/Planning Director, Kern COG  
Group Lead, Valley Transportation Modelers Group

SUBJECT: REQUEST FOR TCAG SUBMIT A CLIMATE ADAPTATION GRANT ON  
BEHALF OF ALL 8-VALLEY COGs FOR **V-TRANSFRM**: FREIGHT MODELING  
STUDY – **MATCH COMMITMENT FOR EACH COG**

DISCUSSION:

At the November 27, 2023 meeting of the newly formed San Joaquin Valley Transportation Modelers Group participants voted to recommend to the Valley COG Directors to pursue a grant to enhance freight modeling in the 8-county region. A draft of the application is attached. Here is the match breakdown:

8 - San Joaquin Valley COGs					
Valley Transport Resiliency Advancement For Neighborhoods' Sustainable FrReight Movement (V-TRANSFRM) Study [working title]					
FYs 2024-25 to 2026-27					
<b>Grant Request</b>	\$3,000,000	Caltrans Sustainable Communities Climate Adaptation Grant			
<b>Match (staff time)</b>	\$388,863	11.47% Eligible Non-State Sources: TDA/LTF, PPM, Other Local			
<b>Total Study Cost</b>	<b>\$3,388,863</b>	(\$3M for consultant, \$388,863 in MPO staff time over 3 yrs.)			
MPO	Population	Percent	<b>Non-State Cash Match</b>		Average Per
	1/1/2023		(staff time in support of study)		Fiscal Year for
			TDA/LTF, PPM, Other Local		3-Years
Fresno	1,011,499	23.41%	\$	91,036	\$ 30,345
Kern	907,476	21.00%	\$	81,674	\$ 27,225
Kings	151,018	3.50%	\$	13,592	\$ 4,531
Madera	158,148	3.66%	\$	14,234	\$ 4,745
Merced	285,337	6.60%	\$	25,681	\$ 8,560
San Joaquin	786,145	18.20%	\$	70,754	\$ 23,585
Stanislaus	545,939	12.64%	\$	49,135	\$ 16,378
Tulare	475,064	11.00%	\$	42,756	\$ 14,252
<b>Totals</b>	<b>4,320,626</b>	<b>100.00%</b>	<b>\$</b>	<b>388,862</b>	<b>\$ 388,862</b>

The \$3M dollar Caltrans Sustainable Communities grant will require an organization that represents a disadvantaged community as a non-financial partner. This could be a city or community-based organization. The application is due January 18, 2023. Kern COG is assisting TCAG in writing the grant. Kern COG received a similar grant award for a similar study in the previous cycle and is using that application as boilerplate.

Attachment: Draft Project Description

ACTION:

- 1) Provide direction to staff.
- 2) Approve TCAG serving as lead on the application on behalf of all 8-Valley COGs and in consultation with the Valley Travel Modelers Group which will provide oversight on the study.
- 3) Approve Required Match over 3 fiscal years.
- 4) Begin requesting letters of support from stakeholders.

## **V-TRANSFRM - Draft Project Description:**

Providing the freight backbone through one of the most productive agricultural, yet most disadvantaged regions in the nation, SR 99, I-5, their many connecting corridors, and the parallel Union Pacific (UP)/Burlington Northern Santa Fe (BNSF) make up the central segment of the nationally significant West U.S. north-south corridor. The objective of this study is to assess the climate change vulnerabilities of the San Joaquin Valley corridor and resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Resiliency Assessment; 2) Adaptation Mitigation/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6 & 10, and the 8-San Joaquin Valley MPOs to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing freight transportation resilience and realizing the co-benefits for all communities in this economically disadvantaged corridor.

The corridor connects Northern and Southern California population goods movement centers and passes through three of the largest agricultural producing counties in the nation. Half of all truck traffic in the San Joaquin Valley is passing through while the other half is originating in or destined for Valley facilities. In 2019, at the southern gateways to the Valley, The I-5 Tejon Pass and SR 58 Tehachapi Pass saw a combined 24,500 trucks per day (TPD)—one of the highest volume truck bottlenecks in the state. By comparison, the I-110/710 to the Ports of LA/LB saw a combined 20,000 TPD. The Tehachapi Pass also includes the shared BNSF/UP singletrack bottleneck that handles an estimated 35-50 trains per day, compared to the I-110/710 Alameda Corridor that handles 38 trains per day.

The objective of this project is to assess the climate change vulnerabilities of the 8-county San Joaquin Valley corridor and their resiliency connectors, and to leverage and advance critical projects that implement adaptive climate mitigation measures while maximizing co-benefits regionwide. The project will focus on three main components:

- 1. Vulnerability/Resiliency Assessment:** This component will assess the current and future vulnerability of the corridor and connecting resiliency routes to the impacts of climate change and identify critical infrastructure. The assessment will include a detailed data gathering and analysis task on existing and future freight movement in the region, including purchase and validation of cellphone derived data and observed vehicle classification counts and train counts.
- 2. Adaptation Mitigation/Co-Benefit Analysis:** This component will develop a comprehensive climate adaptation Analysis for the Corridor, incorporating the results of the vulnerability assessment. The analysis will identify and rank short- and long-term adaptation mitigation measures, such as the construction of mudslide barriers, retaining walls, drainage structures, wildlife crossing infrastructure improvements, vegetation management/restoration to reduce the impacts of climate change on the corridor while prioritizing co-benefits for safety, community, economy, and habitat.
- 3. Expedite Implementation:** Leverage planned projects in the corridor including the intermodal rail and the High-Speed Rail projects to focus on early implementation of the identified adaptation measures, including 30% design/cost estimates drainage culverts, wildlife crossing infrastructure, retaining walls,

vegetation management and restoration, resiliency connectors and other safety, community, economic and habitat co-benefits.

Partners and collaborators will include the public, local DAC members, stakeholders, and agencies including the 8-San Joaquin Valley Metropolitan Planning Organizations (MPOs) Caltrans Districts 6 and 10, to ensure that the adaptation measures are effective. The study will also reach out to neighboring regions such as SCAG, SACOG, MTC, AMBAG, SLOCOG, and SBCAG that may be affected by resiliency routes such as US 101, SR 152 and many others. **The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing transportation resilience and realizing the co-benefits for the nationally significant corridor.**

The study will be coordinated closely with the recently awarded 23/24 Caltrans Climate Adaptation Planning grant titled “Kern Area Regional Goods Movement Operations (KARGO) Climate-Change Adaptation Mitigation Study (C-CAMS)” to ensure elimination of redundant overlapping tasks. The KARGO planning studies are available [www.kerncog.org/goods-movement/](http://www.kerncog.org/goods-movement/). Note that all outreach will be coordinated with the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) outreach efforts in all 8 MPOs, and input received will be used to inform both the RTP/SCS and this Study.

Note: This project excludes environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

#### Project Stakeholders

Tulare County Association of Governments (TCAG) is the project lead applicant. Other key agencies include the 7 other San Joaquin Valley MPOs, and Caltrans Districts 6 & 10. A consultant will be retained to prepare the study and perform outreach.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART A. APPLICATION INFORMATION

FY 2024-25

**Grant Category** (select only one)

**Climate Adaptation** (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

**Sustainable Communities** (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

**Strategic Partnerships** (MPOs and RTPAs only)

Sustainable Communities Competitive  
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)  
(20% Local Match requirement)

Sustainable Communities Competitive Technical  
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)  
(11.47% Local Match requirement)

**Application Submittal Type** (more than one may be selected)

**New**

**Prior Phases**

**Re-Submittal**

New Application

Continuation of a prior project.  
If so, list the Grant FY and project title below.

Re-submittal from a prior grant cycle.

How many times has an application been submitted for this project, including this one?

### PART B. PROJECT INFORMATION

**Project Title and Location**

Project Title: Valley Transport Resiliency Advancement For Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study

Project Location (City): Fresno, Bakersfield, Stockton, Modesto, Visalia, Madera,...

Project Location (County): San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern

**Funding Information**

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)

Minimum Local Match     Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

Local Transportation Funds     Local Sales Tax     Special Bond Measures

Other, specify: PPM

**Grant Funds Requested**

**Local Match (Cash)**

**Local Match (In-Kind)**

**Total Local Match**

**% Local Match**

**Total Project Cost**

\$2,655,900

\$344,100

\$

\$344,100

11.47%

\$3,000,000





# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### Project Description (3-5 Sentences Max.)

Insert Application Narrative:  
1. Project Description

Providing the freight backbone through one of the most productive agricultural, yet most disadvantaged regions in the nation, SR 99, I-5, their many connecting corridors, and the parallel Union Pacific (UP)/Burlington Northern Santa Fe (BNSF) make up the central segment of the nationally significant West U.S. north-south corridor. The objective of this study is to assess the climate change vulnerabilities of the San Joaquin Valley corridor and resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Resiliency Assessment; 2) Adaptation Mitigation/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6 & 10, and the 8-San Joaquin Valley MPOs to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing freight transportation resilience and realizing the co-benefits for all communities in this economically disadvantaged corridor.

### Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- Active Transportation (Bicycle and Pedestrian)
- Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- Complete Streets (Multimodal specific type)
- Corridor (Local Streets or Highways)
- Freight/Goods Movement
- General Plan (Circulation Element, Land Use Element, Specific Plan)
- Multimodal (Motorized and Active Transportation)
- Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- Transit (Bus, Light Rail, and Commuter Rail Service)
- Other, specify:

### Underserved Community Definitions



## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION COVER SHEET

#### PART B. PROJECT INFORMATION (CONTINUED)

If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- Rural Communities of 50,000 or less and outside of urbanized areas
- Native American Tribal Governments
- Regionally/Locally Defined Underserved Communities
- At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- At/Above 75% CalEnviroScreen Version 4.0
- At/Below 25% California Healthy Places Index

DRAFT



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART C. CONTACT INFORMATION\*

Primary Applicant		Sub-Applicant	Sub-Applicant
Organization (Legal name)	Tulare County Association of Governments		
Dept./Division			
Street Address	210 N Church Ste. B		
City	Visalia		
Zip Code	93291		
Phone Number	559-623-0450		
Executive Director Name	Ted Smalley		
Title	Executive Director		
Executive Director E-mail	<a href="mailto:TSmalley@tularecag.ca.gov">TSmalley@tularecag.ca.gov</a>		
Financial Manager Name	Leslie Davis		
Title	Director of Finance		
Financial Manager E-mail	<a href="mailto:LDavis@tularecag.ca.gov">LDavis@tularecag.ca.gov</a>		
Contact Person Name	Roberto Brady		
Title	Principal Planner		
Contact Phone Number	559-623-0451		
Contact E-mail	<a href="mailto:RBrady@tularecag.ca.gov">RBrady@tularecag.ca.gov</a>		

\*Use additional pages if necessary.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	<b>Not Applicable (N.A.)</b>	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021?	<b>N.A.</b>	

### PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
<p>Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program.</p> <p>If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:</p>		<b>X</b>	
<p>Is the applicant applying for any other funding programs to complete this project? If yes, list them here:</p>		<b>X</b>	



**Sustainable Transportation Planning Grant Program**  
**GRANT APPLICATION COVER SHEET**

**PART F. LEGISLATIVE INFORMATION**

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
12	Shannon Grove	32	Vince Fong
16	Melissa Hurtado	35	Jasmeet Bains
14	Anna Cabellero	34	Tom Lackey
4	Marie Alvarado-Gil	33	Devon Mathis
		31	Joaquin Arambula
		27	Esmeralda Soria
		8	Jim Patterson
		22	Juan Alanis
		9	Heath Flora

**PART G. LETTERS OF SUPPORT**

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency

# Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

**Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	<b>Ensure these items are completed prior to submitting to Caltrans</b>
✓	Use the Fiscal Year 2023-24 template provided
✓	Include the activities discussed in the grant application
	List all tasks using the same title as stated in the Project Cost and Schedule
	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
✓	Exclude sub-task numbers; only include sub-headings
✓	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
✓	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
✓	Include a thorough and accurate narrative description of each task
	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Caltrans and grantee Project kick-off meeting at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
✓	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
✓	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
✓	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
✓	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
✓	Include a summary of next steps your agency will take towards implementing the project in the Final Product
✓	List achievable project deliverables for each Task
✓	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

# SCOPE OF WORK

Project Information	
Grant Category	Climate Adaptation
Grant Fiscal Year	24/25
Project Title	Valley Transport Resiliency Advancement for Neighborhoods' Sustainable FREight Movement (V-TRANSFRM) Study
Organization (Legal name)	Tulare County Association of Governments

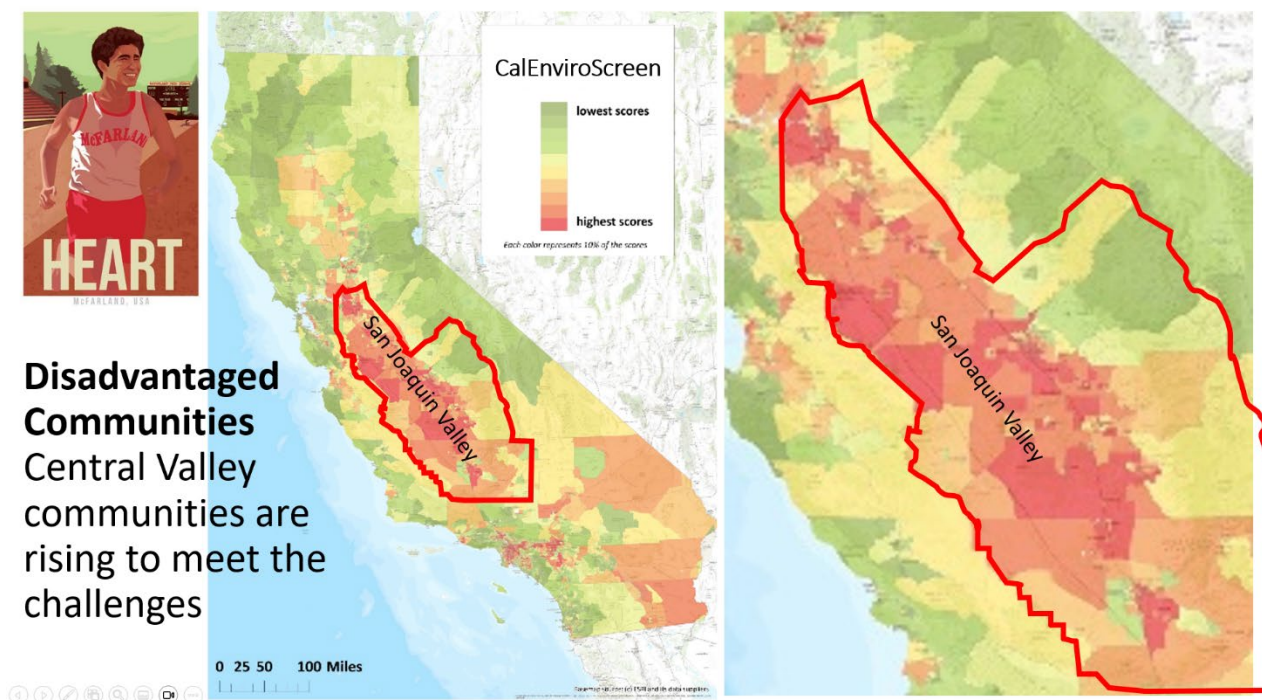
## Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

## Introduction

Providing the freight backbone through one of the most productive agricultural, yet most disadvantaged regions in the nation (see **figure 1**), SR 99, I-5, their many connecting corridors, and the parallel Union Pacific (UP)/Burlington Northern Santa Fe (BNSF) make up the central segment of the nationally significant West U.S. north-south corridor. The objective of this study is to assess the climate change vulnerabilities of the San Joaquin Valley corridor and resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Resiliency Assessment; 2) Adaptation Mitigation/Co-Benefit Analysis; and 3) Expedite Implementation.

**Figure 1 – CalEnviroScreen Disadvantaged Communities in the 8-San Joaquin Valley RTPAs**



Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6 & 10, and the 8-San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing freight transportation resilience and realizing the co-benefits for all communities in this economically disadvantaged corridor.

The corridor connects Northern and Southern California population goods movement centers and passes through three of the largest agricultural producing counties in the nation. Half of all truck traffic in the San Joaquin Valley is passing through while the other half is originating in or destined for Valley facilities. In 2019, at the southern gateways to the Valley, The I-5 Tejon Pass and SR 58 Tehachapi Pass saw a combined 24,500 trucks per day (TPD)—one of the highest volume truck bottlenecks in the state. That is nearly 20% higher than the I-110/710 to the Ports of LA/LB with a 20,000 TPD. The Tehachapi Pass also includes the shared BNSF/UP singletrack bottleneck that handles an estimated 35-50 trains per day, compared to the I-110/710 Alameda Corridor that handles 38 trains per day.

The objective of this project is to assess the climate change vulnerabilities of the 8-county San Joaquin Valley corridor and their resiliency connectors, and to leverage and advance critical projects that implement adaptive climate mitigation measures while maximizing co-benefits regionwide. The project will focus on three main components:

- 1. Vulnerability/Resiliency Assessment:** This component will assess the current and future vulnerability of the corridor and connecting resiliency routes to the impacts of climate change and identify critical infrastructure.
- 2. Adaptation Mitigation/Co-Benefit Analysis:** This component will develop a comprehensive climate adaptation Analysis for the Corridor, incorporating the results of the vulnerability assessment. The analysis will identify and rank short- and long-term adaptation mitigation measures, such as the construction of mudslide barriers, retaining walls, drainage structures, wildlife crossing infrastructure improvements, vegetation management/restoration to reduce the impacts of climate change on the corridor while prioritizing co-benefits for safety, community, economy, and habitat.
- 3. Expedite Implementation:** Leverage planned projects in the corridor including the intermodal rail and the High-Speed Rail projects to focus on early implementation of the identified adaptation measures, including 30% design/cost estimates drainage culverts, wildlife crossing infrastructure, retaining walls, vegetation management and restoration, resiliency connectors and other safety, community, economic and habitat co-benefits.

Partners and collaborators will include the public, local DAC members, stakeholders, and agencies including the 8-San Joaquin Valley Metropolitan Planning Organizations (RTPAs) and Caltrans Districts 6 & 10, to ensure that the adaptation measures are effective. The study will also reach out to neighboring regions such as SCAG, SACOG, MTC, AMBAG, SLOCOG, and SBCAG that may be affected by resiliency routes such as US 101, SR 152 and many others. **The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather**



**events while enhancing transportation resilience and realizing the co-benefits for the nationally significant corridor.**

The study will be coordinated closely with the recently awarded 2023/24 Caltrans Climate Adaption Planning grant titled “Kern Area Regional Goods Movement Operations (KARGO) Climate-Change Adaptation Mitigation Study (C-CAMS)” to ensure elimination of redundant overlapping tasks. The application has been adapted from the successful KARGO C-CAMS application, expanding the effort to the 7 Counties to the North. The KARGO planning studies are available at [www.kerncog.org/goods-movement/](http://www.kerncog.org/goods-movement/). Note that all outreach will be coordinated with the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) outreach efforts in all 8 RTPAs, and input received will be used to inform both the RTP/SCS and this Study.

Note: This project excludes environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

## **Project Stakeholders**

Tulare County Association of Governments (TCAG) is the project lead applicant. Other key agencies partnering on this application include the 7 other San Joaquin Valley Regional Transportation Planning Agencies (RTPAs), and Caltrans Districts 6 & 9. In 2006, the 8-Valley RTPAs established The San Joaquin Valley RTPA Partnership. The organization includes the Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments and Tulare County Association of Governments. The 8-County RTPA partnership uses problem-solving approaches to meet the Valley’s regional needs such as goods movement.

A consultant will be retained to prepare the study and perform outreach. Many of the following key stakeholders to be invited to the outreach have already provided letters of support for this application:

### **POTENTIAL LIST**

- The 8-San Joaquin Valley RTPAs Partnership
- California Highway Patrol
- Center for Race, Poverty & Environment (CRPE)
- Delores Huerta Foundation
- The Nature Conservancy (TNC)
- Tejon Indian Tribe
- Union Pacific Railroad (invited)
- Burlington Northern/Santa Fe Railroad (invited)
- San Joaquin Valley Railroad (invited)
- Central California Rail Shippers/Receivers
- High Speed Rail Authority
- Pioneer Partners (Mojave Inland Trade Port)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- The Wonderful Company
- Bolthouse Properties
- ?
- ?
- Others

## Overall Project Objectives

The objective of this project is to assess the climate change vulnerabilities of the San Joaquin Valley Corridor and regionwide, including resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures while maximizing co-benefits and working to reduce climate change emissions.

## Summary of Project Tasks

### Task 01: Project Administration

TCAG will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and TCAG.

**Caltrans/TCAG Kick-off Meeting (TCAG).**

**Quarterly invoices and progress reports,** follow required procedures including DBE Reporting (TCAG).

Task Deliverables
01.1 - Kick-off mtg. w/ appropriate Caltrans HQ, D6 & 9 staff & TCAG key staff - Meeting Notes (TCAG)
01.2 - Quarterly invoices and progress reports, DBE reporting (TCAG)

### Task 02: Consultant Procurement

TCAG will procure a consultant team, consistent with state and federal requirements including, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and TCAG. A consultant selection team will be made up of volunteers from interested RTPAs via a web conference meeting. Any consultant interviews will be done via web conference. **TCAG will provide Caltrans a copy of the TCAG Procurement Procedure.**

**RFQ-P Process** - Minimum 28-day consultant procurement process with DBE process as required (TCAG).

**Consultant Contracting** – TCAG will negotiate and approve final contract and include consultant suggested scope changes as appropriate. Provide appropriate RTPA/Caltrans staff opportunity to review scope changes/clarifications provided by the consultant team (TCAG).

Task Deliverables
01.1 – RFQ/RFP as appropriate (TCAG)
01.2 – Contract for professional services between TCAG and the consulting team (TCAG)

### Task 1: Vulnerability/Resiliency Assessment

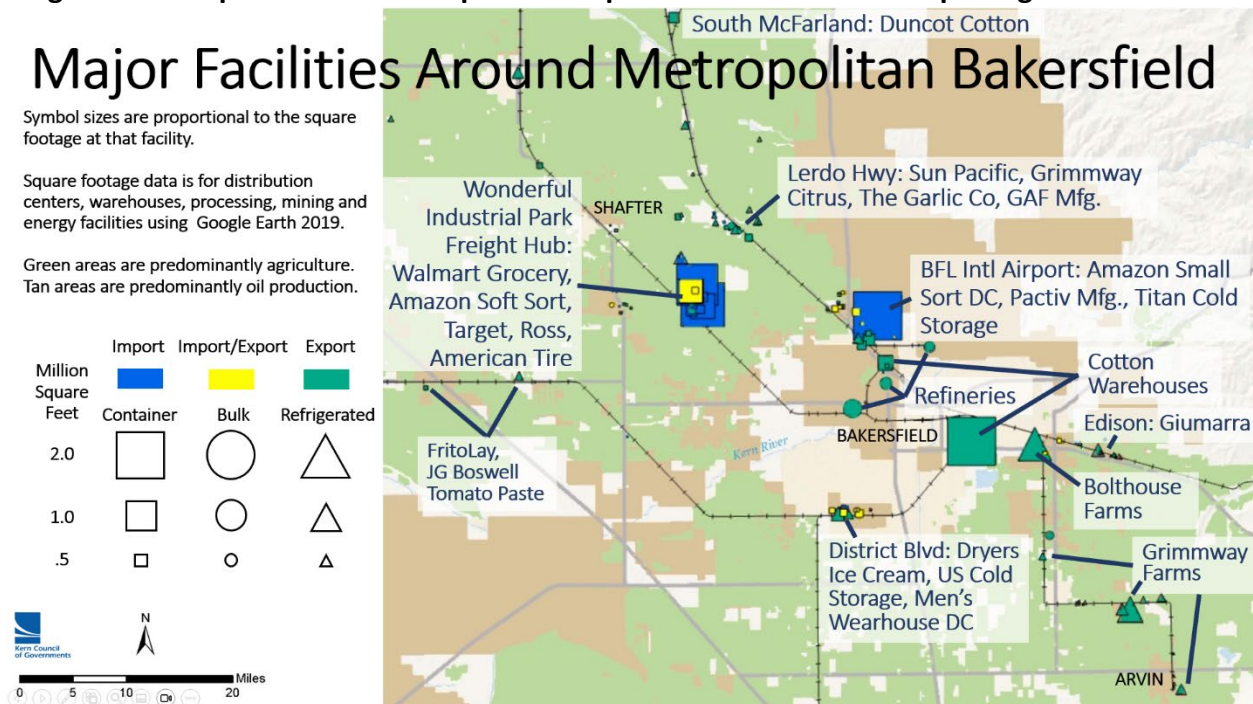
This component will assess the current and future vulnerability of this national freight corridor, and numerous connecting resiliency freight routes regionwide, to the impacts of climate change and identify critical mitigation infrastructure including alternative resiliency routes.

**Draft Report** - Develop draft Vulnerability/Resiliency Assessment report for each RTPA on their climate change related vulnerabilities. The report will include potential connecting resiliency routes/corridors, using best available scientific data, tools and maps to identify climate change related vulnerabilities. As resources allow, the assessment will include connecting resiliency routes outside the region such as US 101, SR 4, SR 41, SR 46, SR 58, SR 152, SR 166, I-5, I-580 to Southern California and the Bay Area. The report will review existing conditions and identify candidate projects using the following documents:

- State & Federal Climate Adaptation Plans, Maps, Data, Tools and Resources
- Latest version of CalEnvroScreen
- San Joaquin Valley Goods Movement Studies <https://sjvcogs.org/goods-movement/>
- 2023 Kern Area Regional Goods Movement Operations (KARGO) Studies [www.kerncog.org/goods-movement/](http://www.kerncog.org/goods-movement/)
- 2022 Caltrans Statewide Truck Parking Study (Truck O/D Database) <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/freight-planning/plan-accordion/catrkpkgstdy-finalreport-a11y.pdf>
- Trade Port California Project <https://www.tradeportcal.com/>
- 2022 Regional Transportation Plans for all 8-RTPAs
- Recent goods movement related environmental documents in the corridor including HSR (ie. grade separations for class I RRs, and major highway re-alignments)
- Other information as appropriate

Freight Vulnerability/Resiliency Assessment

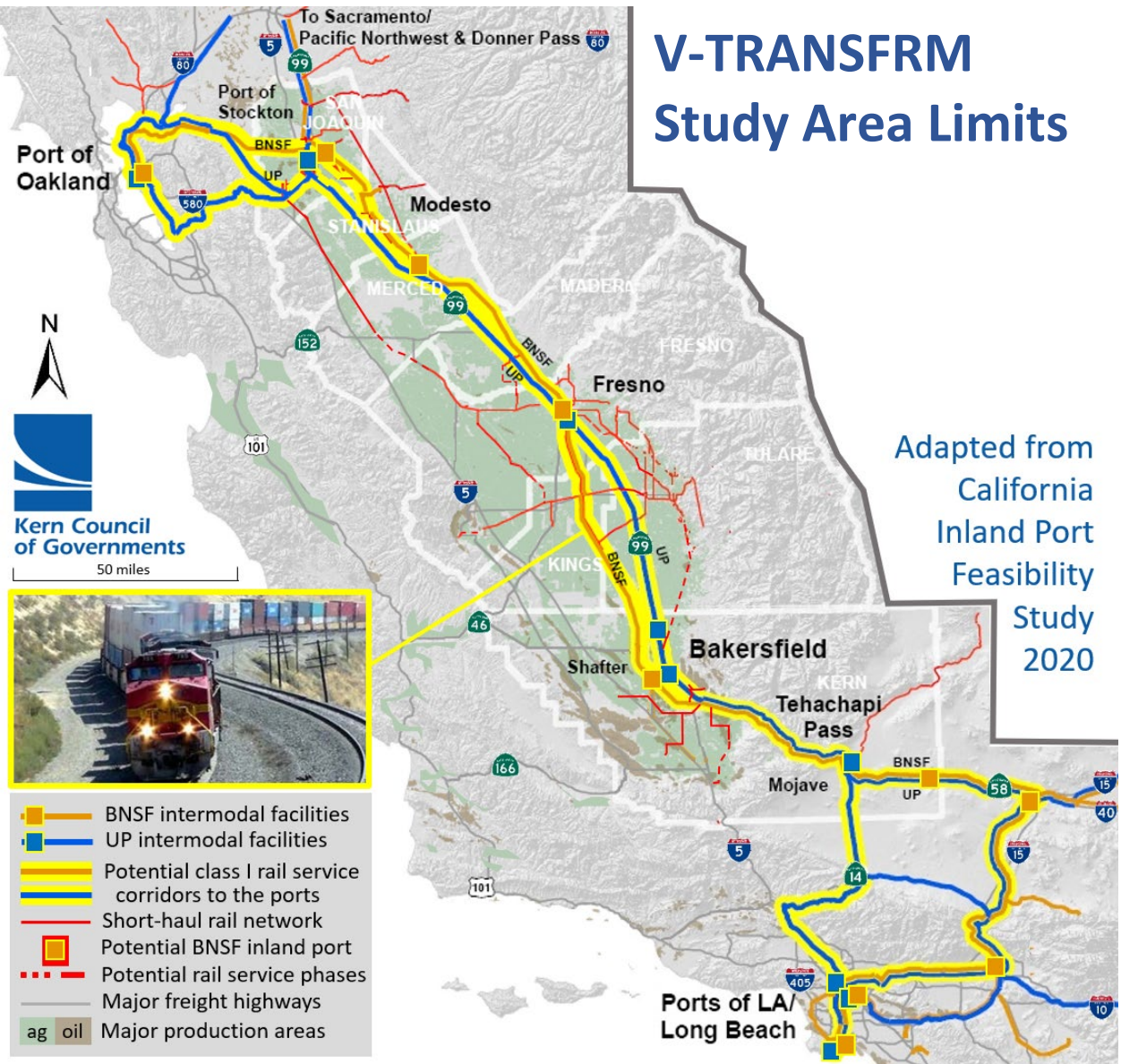
**Figure 2 – Sample Greater Metropolitan Map for One RTPA with Sample Legend**



The draft report will include data and maps to identify critical local and regional freight corridors both in the base year and a future horizon year. The freight assessment will include all existing, planned (with entitlements) and proposed (partial or no entitlement) major intermodal rail/inland port hubs. The consultant will use Google Earth and Google Maps or other data to map existing warehouses and industrial facilities greater than 50k square feet and create a map and database for the 8-county region. The map will look similar to the **figure 2**. Maps will also be created for each County’s major metropolitan area and County wide. A map will be created for all 8 counties and 1 map for each Caltrans district.

The assessment will map existing and planned intermodal facilities with existing entitlements (general plan industrial land use designation but vacant). That map will look similar to **Figure 3**. Maps will be created for each County’s major metropolitan area and Countywide with insets as needed. 1 map will be created for all 8 counties and 1 map for each Caltrans district.

**Figure 3 – Rail Service to Potential Major Intermodal Facilities in Central California**

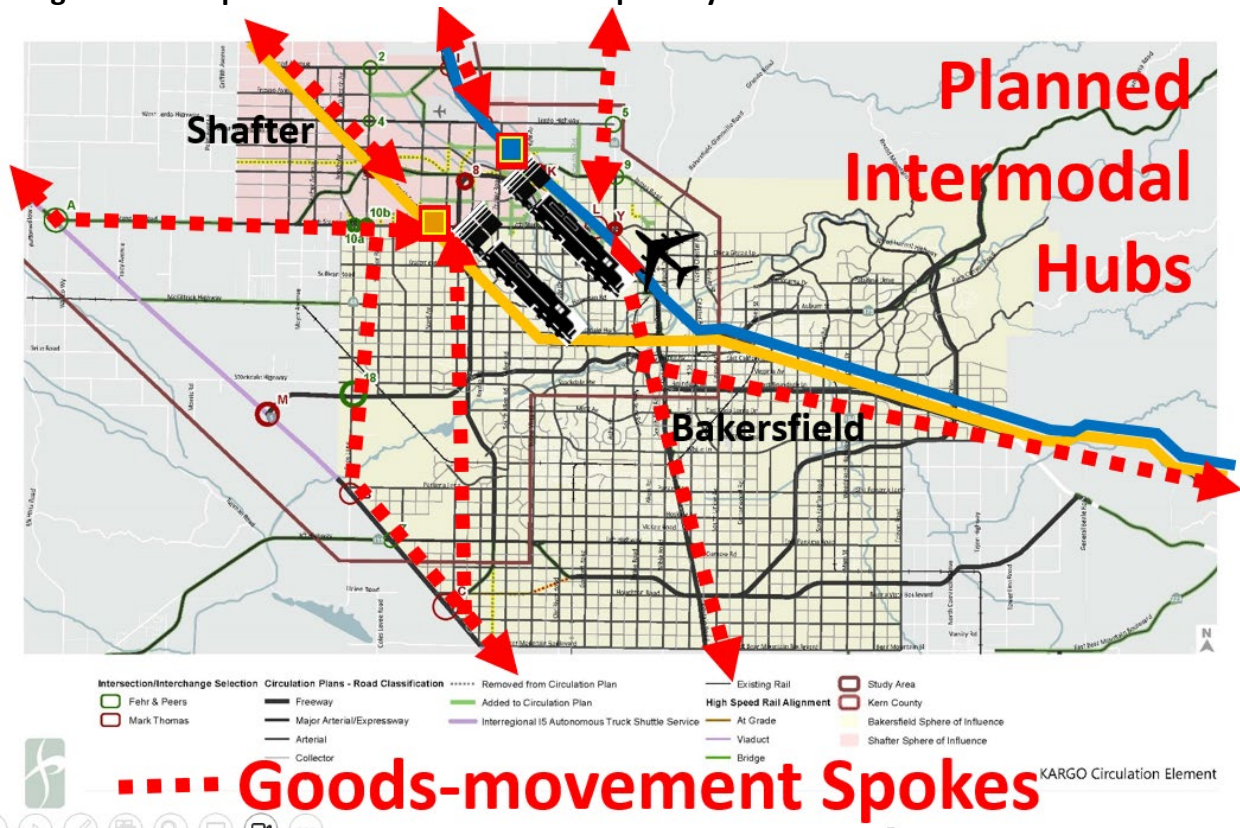


The map will include all existing, abandoned, and planned railroad routes, rail operator, and connectivity routes to the Ports of Oakland, Stockton, Sacramento, Hueneme, LA/Long Beach, major goods movement truck routes, ag, forestry, oil, & mining production areas (resource related truck trip generators).

The map will include intermodal rail facilities that might someday be used as a resiliency route for goods in and out of the region should the major highway passes into the Valley be closed due to a Climate Change event (snow, mudslides, landslides, subsidence, flooding, fires, fog, etc.).

The mapping shall include identification of “last mile” spokes to these intermodal hubs (water, rail, and air) and how they affect disadvantaged communities (see **Figures 1 & 4**). A similar process will be performed on major thru-freight corridors and facilities (industrial areas, dairies, ag processing facilities, refineries, mining, etc.)

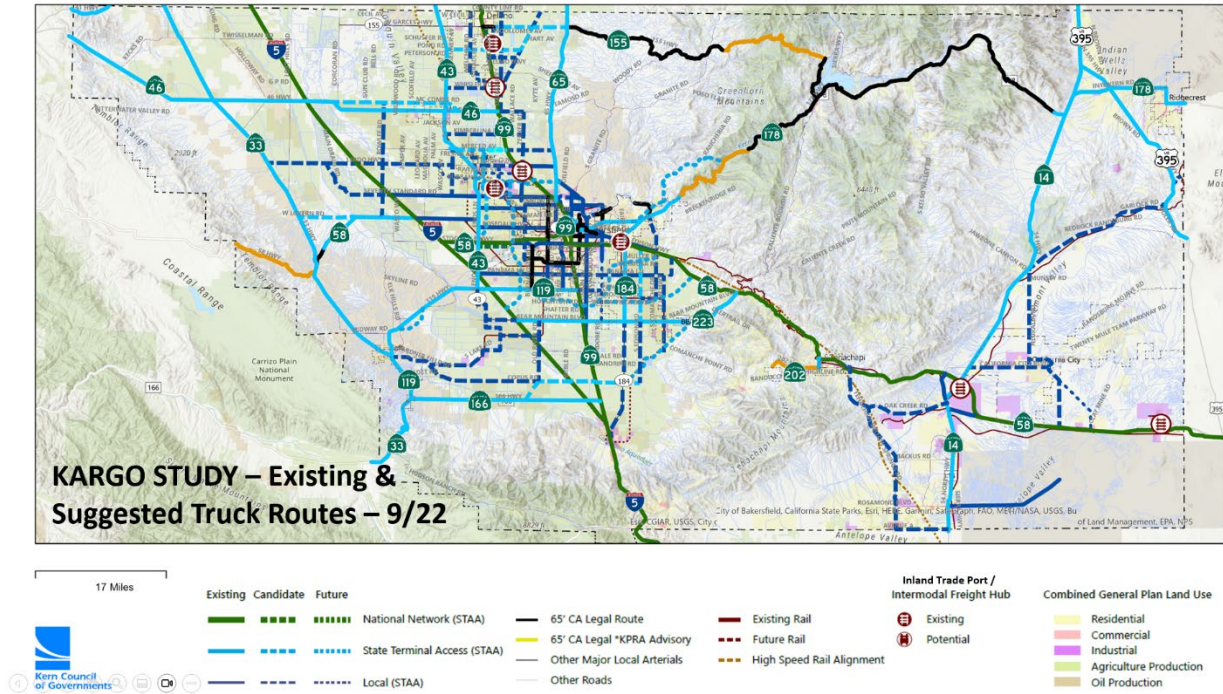
**Figure 4 – Sample Intermodal Rail Hub and Spoke System**



The Basemap for the last mile spokes will be a compilation of existing federal, state and local STAA routes. These routes will be developed with local input to include candidate routes (existing roadways that might be converted into STAA routes in the future), and potential routes (on new roadway alignments that are not yet built). **Figure 5** is a sample base map for the analysis. The legend for this map will likely require a new GIS base map layer for each the RTPAs except Kern which has one from the KARGO study. Note that many of the other major local routes and other local roads will provide base for the candidate/proposed STAA routes.

The report will provide the following data.

**Figure 5 – Sample STAA Route Base Map**



**A) Observed Classification/Train Count Plan and Data Collection –**

1) The consultant (term assumes the consulting team) shall compile and/or collect min. 24hr. wkday. traffic counts at up to 800 locations on local roads (tube counts, or video ok) and at railroads crossings/switches (video or audio counts ok). The traffic classification counts will occur in the 7 most northerly RTPAs (Kern already maintains 400+ annual classification counts on local roads for an area that covers 1/3<sup>rd</sup> of the 8-county region).

2) Each RTPA will provide access to existing classification counts on local roads. For example, Kern COG will provide access to its classification counts (<https://www.kerncog.org/traffic-counts/>).

3) Count Plan - The consultant will work with each RTPA to receive existing classification counts and determine local road locations of additional classification count location needs on local roads & rail. The Consultant will provide a traffic/train count acquisition plan for each RTPA (including Kern) prior to commencing traffic/train count acquisition. The 8-plans will include maps and recommendations for ongoing collection of classification counts on local roads, timing, frequency, duration, etc., in areas anticipated to see growth in goods movement so that the analysis performed can be periodically updated.

5) As needed, the consultant will work with each jurisdiction, utility, railroad, etc. to get the necessary encroachment permits for performing the counts.

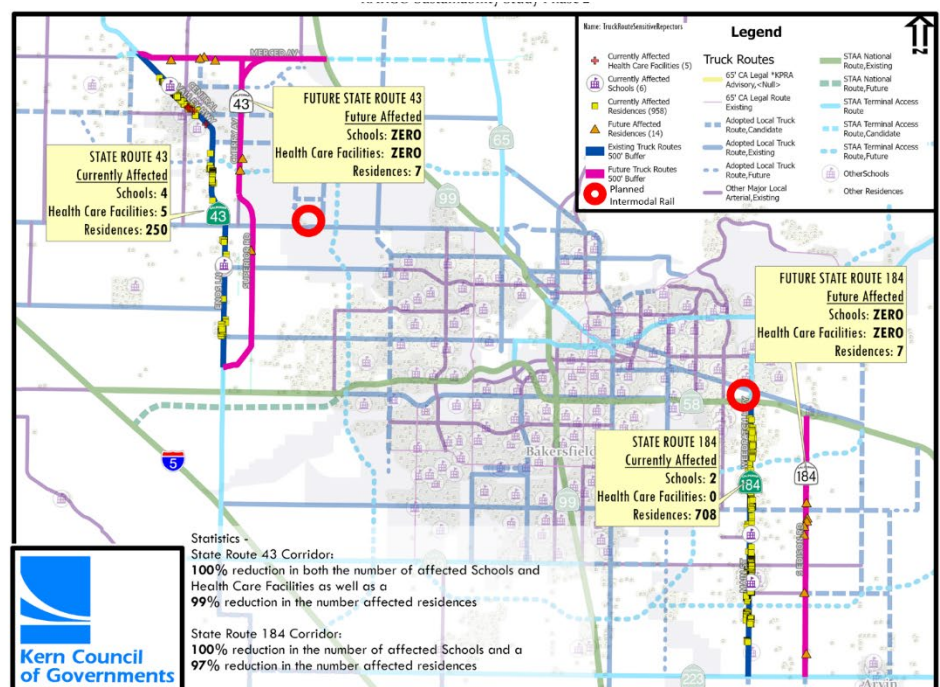
6) The consultant will work with Caltrans to get access to all their traffic count data on state routes for all 8-counties and the connecting/parallel resiliency corridors outside the 8-County region.

7) The counts will be made available online through a digital mapping application such as MS2 (see Kern COG website <https://www.kerncog.org/traffic-counts/>).

- B) Big Data purchase – The consultant will survey the RTPAs and determine which can provide access to “Big Data” truck volume sources such as cellphone, commercial truck or related data sources (Replica, StreetLight, etc.) and ensure at least 2 big data sources are available for each RTPA collected in a similar timeframe. The sources will be used to provide a validation check for all data sources along with the observed classification counts for similar time periods collected in sub-task A, including Caltrans count data. Adjustments will be considered for anomalous traffic data collected during the pandemic. Note that the California Truck Parking Study Truck O/D database and modeling released in 2022 shall be used to augment this analysis which was already adjusted for the pandemic.
- C) Validate Base Truck Traffic comparison from various data sources – The sources in the sub tasks A) & B) above will be used to perform a validation check. To the extent possible the sources will be acquired for similar time periods. The results will be adjusted into a validated base year count for use in the freight vulnerability analysis and mapping.
- D) California Statewide Freight Forecasting Model Input – The Valley RTPAs have approached Caltrans about enhancing the statewide travel model with data collected from this study. At a minimum the consultant will use output from the statewide travel model for validating horizon year gateway volumes (growth increments) for each RTPA travel demand model as appropriate. If Caltrans has resources, the truck count data collected by this study will be used for refining the statewide travel model as appropriate. For more know on the CSFFM go to <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/data-analytics-services/statewide-modeling/california-statewide-freight-forecasting-model>
- E) Disadvantage Community (DAC) Hot Spot Analysis – The consultant shall analyze major routes to major intermodal rail facilities, industrial parks, resource (ag, oil, mining, etc.)

**Figure 6 – TASK E - DAC Hot Spot Analysis**

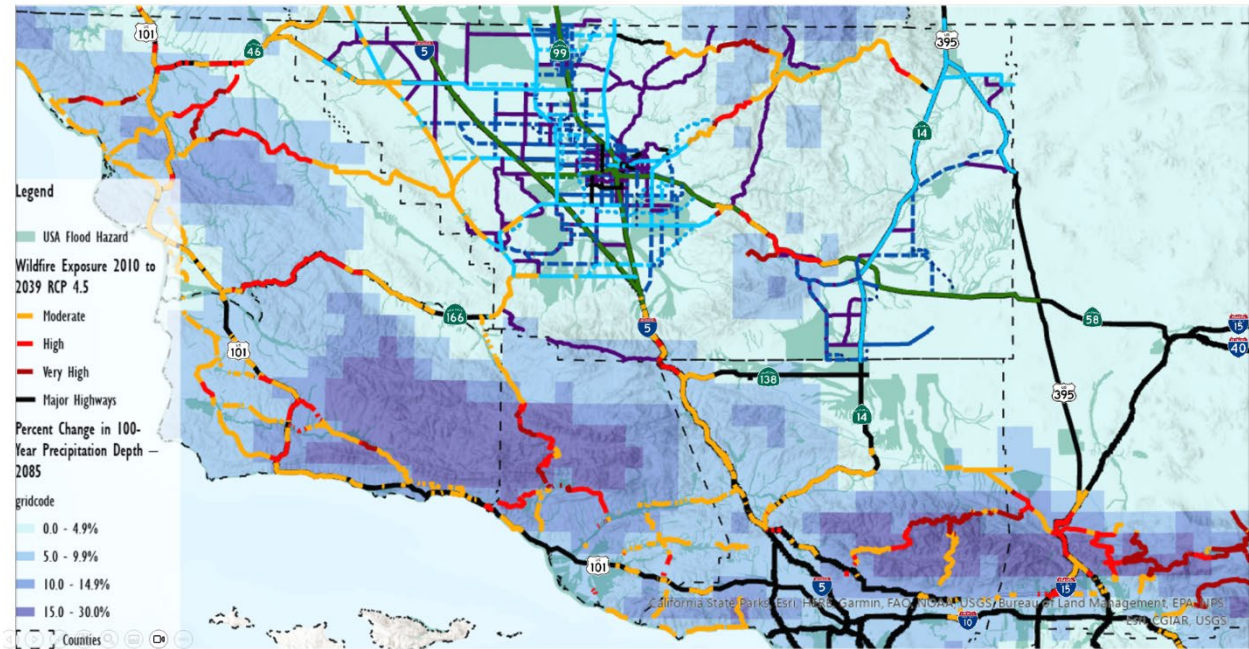
Potential to Move Truck Traffic Away from Sensitive Receptors on State Routes 43 & 184



processing facilities and develop potential alternative routes that minimize impact of these trucking growth hubs and major through valley trucking corridors (see **figure 6**)

- F) Climate Vulnerability Hot Spot Analysis – The consultant shall use existing Climate Change Adaption mapping and other readily available sources to map areas with Climate Change vulnerabilities to overlay the rail and STAA routes (see **figure 7**). Mapping shall include precipitation, fire hazard, mudslide, landslide, subsidence, flood plain, high winds, and other vulnerabilities.

**Figure 7 – Sample Climate Change Vulnerability Mapping**  
**KARGO C-CAMS Study Area Vulnerability Map Connecting Corridors in Neighboring Regions**



- G) Local 3-step Truck Models - For the RTPAs that are interested, develop a simple 3-step truck travel model for integration into their existing travel models. Some of the travel models have an Activity Based model which may be a challenge to integrate. The results will be used to forecast future truck traffic for use in the Vulnerability/Resiliency Assessment. The simple 3-step truck models will be validated using the data collected in the previous sub tasks. The validation shall be implemented in such a way as not to affect air quality conformity and the documentation shall demonstrate this. The consultant shall provide a report on the validation, a user guide, and support for 1-year. Kern already has a simple 3-step truck travel model integrated with its current 4-step travel model so the maximum number of models to be developed under this task is 7. Resources not used in model development will go towards Task 3 – Expedite Implementation.

**Circulate Draft Report** - Circulate draft Vulnerability/Resiliency Assessment report and collect and address comments (Consultant).

**Draft Final Report** - Develop Draft Final Vulnerability/Resiliency Assessment Report (Consultant).



<b>Task Deliverables</b>
1.1 Truck Classification/Train Counts draft/final (Consultant)
1.2 Big Data Purchase draft/final (Consultant)
1.3 Base Year Truck Validation Report draft/final (Consultant)
1.4 Local 3-Step Truck Model Validation Report, Guidance, Model Delivery, and Support for participating RTPAs (Consultant)
1.5 Draft Vulnerability/Resiliency Assessment Report (Consultant)
1.6 Mark-up Draft Vulnerability/Resiliency Assessment Report (Each Respective RTPA)
1.7 Incorporated/address all stakeholder and public comments into the Draft Final Vulnerability/Resiliency Assessment Report (Consultant)

## **Task 2: Adaptation Mitigation/Co-Benefit Analysis**

This component will develop a comprehensive Climate Adaptation Analysis for the national goods movement corridor & connecting routes, incorporating the results of the Task 1 vulnerability assessment. The analysis will identify and rank short- and long-term adaptation mitigation measures, such as the construction of mudslide barriers, retaining walls, dual-use drainage/migratory crossing improvements to reduce the impacts of climate change on the corridor over the entire service life, while prioritizing co-benefits for safety, community, economy and habitat. Co-benefits resulting from an improved economy because more efficient, cleaner, cheaper goods movement operations will be a major focus area of this report. **The report will also recommend nature-based adaptation solutions to address flooding or vegetation management. In addition, the report will consider emergency response for vulnerable populations.** This report will be included as a chapter in the draft and final study.

**Draft Report** - Develop Draft Adaptation Mitigation/Co-Benefits Analysis Report for each county on the climate change related vulnerabilities regionwide, including potential resiliency routes/connecting corridors. In some cases, an alternatives analysis may need to be performed for adaptation options for specific projects. For example, alternative resiliency routes to avoid impacts to a DAC. With stakeholder input, develop a ranking within each county, including relative cost, to help determine which mitigation, including co-benefit projects, to advance to conceptual design in Task 3 Expedite Implementation. The report will incorporate the following (Consultant):

- Identify and rank at a county level Co-Benefit opportunities that balance climate change vulnerability mitigation projects with projects that benefit environmental, social, and economic impacts on the DACs in the region.

**Circulate Draft Report** - Circulate draft Adaptation Mitigation/Co-Benefit Analysis report and collect and address comments (Consultant).

**Draft Final Report** - Develop Draft Final Adaptation Mitigation/Co-Benefit Analysis Report (Consultant).

<b>Task Deliverables</b>
2.1 Draft Adaptation Mitigation/Co-Benefits Analysis Report (Consultant)
2.2 Mark-up Draft Adaptation Mitigation/Co-Benefits Analysis Report (Each Respective RTPA)

<p><b>2.3</b> Incorporated/address all stakeholder and public comments into the Draft Final Adaptation Mitigation/Co-Benefits Analysis Report (Consultant)</p>
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**Task 3: Expedite Implementation (Optional)**

Leverage planned and new projects identified by the analysis in Tasks 1 & 2 for the Corridor and Resiliency Connector Routes regionwide, including truck lane and the High-Speed Rail co-benefit projects to focus on early implementation of the identified adaptation measures, including pre-environmental 30% conceptual design/cost estimates for drainage/migration culverts, retaining walls, vegetation management, resiliency connectors and other safety, community, economic and habitat co-benefits. This analysis will provide at 30% Conceptual Design and Cost Estimates for a minimum of 1 project that have not yet began environmental for each of the 8-RTPAs. The funding resources for this Task should be distributed evenly between the RTPAs however, if an RTPA has more than one project their public input process prioritized, that they would like expedited, the resources for this task can be split to advance multiple projects.

**Conceptual Design/Cost Estimate** - Develop 30% pre-environmental, conceptual design drawings/cost estimates for transportation routes and/or facilities (ie. rail improvements, Interchanges, etc.) identified as priority the climate change related vulnerabilities by RTPA, (see Task 2) and potential resiliency routes/approach corridors (see Task 2). The conceptual design work/cost estimate will incorporate the locations developed using public outreach incorporated into tasks 1 & 2. At least one project per RTPA that has need for drainage/habitat migration culverts, retaining walls, vegetation management, resiliency connectors and other safety, community, economic and habitat co-benefits as identified by Tasks 1 & 2 shall be developed.

**Optional Task** - Note that if task 1 & 2 prove to be too resource intensive, additional grant funding will be sought to complete this task in a future cycle. The consultant should provide an estimate for this task for funding 30% Conceptual Design for at least 1 project per RTPA.

**Next Steps Summary** - Include a summary of next steps each RTPA will need to take towards prioritized implementation each of the above identified projects. Include eligible funding options, inclusion in the RTP/SCS Action Element Climate Adaptation Section, etc. The summary shall be crafted in a way that it can easily be inserted into the Climate Change Adaptation section of each RTPA's RTP.

**Circulate Draft Conceptual Designs** - Circulate draft Conceptual Designs to the appropriate stakeholders and collect and address comments (Consultant).

**Draft Final Conceptual Designs** - Develop Draft Final 30% Pre-Environmental Conceptual Design Drawings/Cost Estimate Report. Identify and prioritize near-term projects that can incorporate this mitigation projects in a Draft and Final Report to the stakeholders (Consultant).

<b>Task Deliverables</b>
<b>3.1</b> Draft Pre-Environmental Conceptual Design Drawings/Cost Estimate, and Next Steps Summary Report (Consultant)
<b>3.2</b> Mark-up of Draft Pre-Environmental Conceptual Design Drawings/Cost Estimate and Next Steps Summary Report (Each Respective RTPA)
<b>3.3</b> Incorporate/address all stakeholder and public comments into the Pre-Environmental Conceptual Design Drawings/Cost Estimate Final-Draft Report (Consultant)

## Task 4: Detailed Community Engagement (DCE)

**Informing Decision Making** – The public engagement will inform decision-making in two ways.

**1) The public DCE will be used to refine and select the strategies and projects in Tasks 1-3. 2) The DCE input received from this study will be used for both this study and development of the 2026 RTP/SCS Climate Adaptation Sections to guide future transportation funding decisions.**

**DCE Plan** - The DCE will leverage the latest Public Involvement Procedure (PIP) documents for each RTPA RTP. The PIP plans were developed with representatives from disadvantaged communities, social justice, environmental, business and industry advocates. The consultant will develop an DCE plan specific to each RTPA to study, incorporating specific and appropriate Community Engagement Best Practices found in the grant guidelines on <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sustainable-planning-grants-2021/122822-update/final-fy2023-24-stpg-application-guide.pdf> p. 64-66. The Draft DCE plans will be reviewed by the steering committee for review and adjustments as appropriate. The DCE plan will be comprised of two rounds of eight DCE events for each RTPA (a total of 16 outreach events). The plan will require the consultant to provide a PowerPoint Presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, bilingual services, hybrid online meeting options, receipts for light snacks (Caltrans approval required prior to purchase. No full meals.) Note also that the plan shall include Spanish translation for the less technical material.

**8 Stakeholder DCE Meetings in the 8 RTPAs - Round 1** – web conference DCE events focused on the disadvantaged communities to be determined by the Task 5 advisory committee based on the anticipated locations of Task 3 Conceptual Design projects. Note that each DCE Meeting will likely be reviewing more than one conceptual design project. Consideration should be given to coordinating these meetings with existing committees such as the AB 617 community meetings.

**8 Stakeholder DCE Meetings across both Twin Pass Corridors and Countywide - Round 2** – Same as Round 1 with adjustments as appropriate.

Task Deliverables
<b>4.1</b> Stakeholder Outreach Meetings Round 1 – Meeting Bilingual translation, Outreach contact lists – including media, tribal and local governments, public agencies, Non-governmental and community benefit organizations, the general public. Webinar materials including invitations, agendas, participant lists, presentations, public/stakeholder summary of meeting input.
<b>4.2</b> Stakeholder Outreach Meetings Round 2 – Meeting Bilingual translation, Outreach contact lists – including media, tribal and local governments, public agencies, Non-governmental and community benefit organizations, the general public. Webinar materials including invitations, agendas, participant lists, presentations, public/stakeholder summary of meeting input.

## Task 5: Advisory Committee Meetings

The program will include an advisory committee to provide input on the public outreach process, and deliverables. The advisory committee will consist of representatives from key stakeholders including Caltrans, local governments, and other agencies and organizations. We anticipate the need for a total of 4 advisory committee meetings to develop and review major deliverables.

<b>Task Deliverables</b>
<b>5.1</b> Kick-off Advisory Committee Meeting (Consultant)
<b>5.2</b> Up to 3 more advisory committee Meetings (Consultant)

### **Task 6: Draft Final and Final Study**

Upon completion of the three major reports by RTPA and incorporation of public input, a Draft Final compilation document will be circulated to and made available for one more round of public review and comments. Final changes will then be incorporated based on public and stakeholder input and the Final Report will be circulated.

<b>Task Deliverables</b>
<b>6.1</b> Draft Final Document (Consultant)
<b>6.2</b> Mark-up Draft Final Document (Each RTPA their Respective Sections, TCAG whole doc.)
<b>6.3</b> Incorporated/address all stakeholder and public comments as appropriate into Final Document (Consultant)

### **Task 7: Board Review/Acceptance**

TCAG Board will review the Draft Final and Final study documents at two separate public meetings. The consultant may participate via hybrid web conferencing. Summary presentations for the Draft and Final Documents will be prepared by the consultant and provided to TCAG staff for review and comment 15 days prior to the TCAG meetings. Each RTPA will be required to present the final document to their respective government boards for final acceptance. The consultant will be prepared to give the presentations online at all 8-RTPA meetings that request presentations. The final document will be presented for review and acceptance by the TCAG Board.

<b>Task Deliverables</b>
<b>7.1</b> Draft Final Document Public Meetings Online (TCAG) (Consultant)
<b>7.2</b> Final Document Public Meetings Online (TCAG)

# Examples of Recent Climate Change Vulnerabilities

**October 2015 – Mudslide on SR 58 Tehachapi Pass (nearly 100 vehicles buried for a length of 39 football fields)**



**December 2013 Derailment**



**February 2018 Derailment**



**January 2023 Derailment Upstream from Keene, Arvin & Lamont DACs (minor hazardous spill)**



## Local Match Calculator (DRAFT)

Sustainable Communities, Adaptation Planning, and Strategic Partnerships Grants

Grant Program	Grant Amount	Minimum Local Match		Total Project Cost
		Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit (11.47%)	Strategic Partnerships (20%)	
	\$3,000,000	\$388,682		<b>\$3,388,682</b>
Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
Strategic Partnerships	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
			<b>Running Total</b>	<b>\$3,388,682</b>

# SJV Modeling Working Group - Meeting Minutes – 11/27/2023

- I. Introductions – Attendees
  - Fresno COG – Pankaj Joshi; Santosh Bhattarai; Shichen Fan; Kai Han;
  - Kern COG – Rob Ball; Ben Raymond; Vincent Liu; Karl Davisson; Ed Flickinger;
  - KCAG – Mike Aronson (Kittleson & Associates, consultant)
  - MCAG – Elizabeth Forte;
  - MCTC – Dylan Stone;
  - SJCOG – Travis Yokoyama; Ryan Niblock;
  - StanCOG – Elizabeth Hahn; Lawrence Liao (ETG consultant for StanCOG)
  - TCAG – Roberto Brady; John Washam; Steve Ingoldsby;
  - Caltrans – Kalin Pacheco (HQ); Steve Vo (HQ); Emad Abi-Rached (D6); David Berggren (D6)
  - Consultants – John Gibb (DKS); Alex Marcucci (SJV AQ Coordinator/Trinity Consultants); SVJAPCD – Molly Boyett; Emily Kneeland
- II. Discuss Travel Molders Group (TMG) Goals/COG Directors Vision for Group/Coordination with AQ+ Group
- III. Who should participate?
- IV. Select Group Co Leads:
  - Rob Ball Kern COG – Planning Director; Kasia Poleszczuk - TCAG Senior Modeler**
- V. Status of Model Updates for 2026 RTP – Valley Modeling Needs/Priorities:
  1. **Recommending Horizon year 2049 subject to any additional responses from MPOs prior to Dec 14<sup>th</sup> COG Directors Meeting**
- VI. Opportunity for Valley Model Review and Assessment by F&P courtesy one of the MPOs
  1. **F&P will draft scope of options for SJV Modelers – (technical memo on features for demonstrating on and off model SB 375 components critical for CARB review; peer review group; assess or fix model issues, etc.) -F&P send draft scope to Ryan Niblock**
- VII. Sharing Central CA Travel Survey Data with the Transportation Secure Data Center
  1. **Shichen will share MOU template**
- VIII. Bentley Systems Licensing for Valley models.
  1. **New licensing costs were shared. Additional costs for MPO's who want more than one license. A cost sheet will be sent out based on number of licenses requested. If MPO needs more than listed below, contact Kai Han**
    - a. Fresno -3
    - b. Kern – 3
    - c. Kings – 1
    - d. Madera – 1
    - e. Merced – 1
    - f. San Joaquin – 1
    - g. StanCOG - 1
    - h. Tulare – 2
  2. **Oliver Charlesworth from Bentley presented new features of latest modeling software version (CUBE 2024). Early Access available for testing features. Free**

training videos available via <https://citilabs.teachable.com/courses> ; contact Oliver to waive fees due to our license agreement.

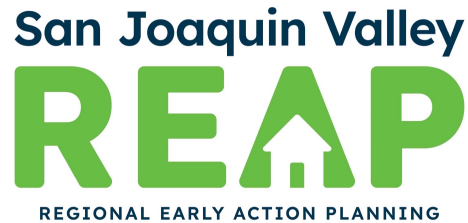
Oliver Charlesworth, Senior Product Manager

[oliver.charlesworth@bentley.com](mailto:oliver.charlesworth@bentley.com)

<https://www.linkedin.com/in/ocharlesworth/>

- IX. Potential Multi-County Application for Model Improvement and Truck Route Resiliency Planning (Truck Study) – Caltrans Climate Adaption Planning Grant Program Due in January--\$3M max. app., \$32M available statewide.
  - 1. **Rob will re-draft the KARGO C-CAM grant application scope to fit for a Valley application (plan to complete and get comments from MPO's by Jan 10<sup>th</sup>). The scope will:**
    - a. Look at truck route resiliency and DAC avoidance;
    - b. Improve the 8-local models for including truck modeling capabilities.
    - c. Improve the statewide models to improve gateway volumes for both vehicles and trucks.
    - d. Acquire additional data
  - 2. **TCAG has volunteered to be lead, will work with other MPO's.**
  - 3. **MPO's should suggest a Disadvantaged Communities organization (Valleywide if possible) to partner with on grant application.**
- X. Other items?
- XI. Update on statewide model, statewide truck model, state traffic count program?
  - 1. **Possible Caltrans project to increase accessibility to traffic counts, Kalin Pacheco/David Berggren will update.**
  - 2. **David B. shared info on FHWA webinar**
- XII. Next Steps?
  - 1. **January Meeting – Rob will schedule**





**REAP Update**  
**December 14, 2023**

- **Robert Phipps will provide a verbal update on funding balances and allocation planning for the remainder of the REAP 1.0 program, which concludes in December 2024.**
- **Technical Assistance** to Valley jurisdictions is available utilizing the following consultants:
  - Mintier Harnish
  - Precision Engineering
  - Rincon Consultants (AFFH)
  - VTA (AFFH)
  - Estolano (AFFH)

TA contracts were not extended to AECOM and Quad Knopf for FY 2023-24.

19 jurisdictions have requested technical assistance to date: *Arvin, McFarland, Atwater, Kingsburg, Bakersfield, Clovis, Stanislaus County, Hughson, Wasco, Stockton, Madera County, Madera, Merced County, Tulare County, Kings County, Selma, Lodi, Parlier, and Porterville.*

Jurisdictions can request technical assistance via a web site portal:

<https://sjvcogs.org/reap/reap-technical-assistance/>

- **Additional Valleywide work efforts include:**
  - Comprehensive Housing Report; status – complete and available on-line.
  - Housing Element Data Sets; status – complete and available on-line.
  - ADU Template Program; status – complete, on-line, ongoing TA.
  - Guide to Recent California Housing Laws and Policies Affecting Local Land-Use Planning; status – complete and available on-line.
  - RHNA Insights GIS Tool (UF); status – complete, 11 jurisdictions/COGs are utilizing.
  - Condo Construction Analysis (EPS); status – complete and available on-line.
  - Inclusionary Housing Analysis (EPS); status – complete and available on-line.
  - Water Supply/SGMA Analysis (Mintier/Rincon Consultants); status- draft of final study completed.
  - REAP Workshop Series; status – ongoing.
    - ***Next workshop is January 23, 2024, on Ground Water Supply/SGMA Implications on Regional Housing Needs Allocations (RHNA)***
- **The final and third REAP funding application** has been approved by HCD, revised funding memo and MOU has been sent to Valley COGs and distribution of funding is occurring.
- **REAP TAC Committee** meeting was held on November 14<sup>th</sup>. The December TAC meeting occurred on December 12<sup>th</sup>.

SAVE THE DATE



All Paths Lead To

YES!

San Joaquin Valley

SPRING POLICY CONFERENCE

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In Beautiful Downtown Visalia @ The Convention Center

IN THE CENTRAL VALLEY

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Richard "Kiki" Torrez Jr.

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San Joaquin Valley  
**REAP**  
REGIONAL ECONOMIC DEVELOPMENT PLANNING



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