California Partnership for the San Joaquin Valley

Board of Directors Meeting

Friday, September 20, 2013
10am - 3pm

Kern Community College District
Atlantic & Pacific Rooms 2nd Floor
2100 Chester Avenue
Bakersfield, CA 93301

Meeting Contact:
Mike Dozier, Executive Director
559-294-6021

Office of Community & Economic Development
5010 N. Woodrow Avenue M/S WC-142
Fresno CA 93740

AGENDA | Friday Sept 20, 2013			
		Page(s)	
I.	Convene Meeting; Introductory Remarks		Chair Swearengin
II.	Recognition of Our Sponsors Welcome to Kern County		Chair Swearengin Supervisor Leticia Perez
III.	Public and Board Comment		Board and Public
IV.	New Board Member Oath of Office		Secretary Dooley
V.	Consent Calendar • Minutes • Secretariat Report ○ Lead Executive Report ○ Communications Update • Smart Valley Places Update • SJV Rural Development Center Update • SJV Broadband Consortium Update • SJV Housing Collaborative Update • SJV Regional Industry Clusters Update • Work Group Reports	 4-11 12-17 18 19-20 21 22 23 25-60	Mike Dozier
VI.	Issue: Safe Drinking Water		Secretary Dooley
VII.	Issue: Covered California		Secretary Dooley
VIII.	Regional Industry Clusters of Opportunity II - Alternative Fuels and Vehicles • Kern COG • Kern Community College District • Kern Economic Development Corporation	61-70	Ismael Herrera Linda Urata, *SJV Clean Cities Coalition* John Means, *Associate Chancellor* Richard Chapman, *President-CEO*
IX.	State of Energy		Jim Tague
	Lunch Sponsor: E&B Natural Resources Management		
X.	Transportation • Goods Movement Study	71-102	Mike Dozier Michael Fischer, *Cambridge Systematics*

Last updated: 9/11/2013 9:38 AM

AGENDA | Friday Sept 20, 2013			
	• Port of Stockton M-580 Marine Highway	103-114	Juan Villanueva, *Projects & Contract Administration DBELO/Manager*
XI.	Ag Expo		Virginia Madueño
XII.	Executive Committee • Restructuring • Approval of selection candidates for Executive Committee		Mike Dozier
XIII.	James Irvine Grant		Mike Dozier
	Public and Board Comment and Meeting Feedback		Board and Public
	Adjournment		

California Partnership for the San Joaquin Valley

2013-2014 Board of Directors Meeting Schedule

2013

Date	*County*
March 15	San Joaquin
June 21	Kings
September 20	Kern
December 6	Stanislaus

2014 *(Tentative)*

Date	*County*
March 21	Merced
June 20	Tulare
September 19	Fresno
December 5	Madera

Please note this is a tentative schedule.

- *Meetings are typically scheduled on the third Friday of the month on a quarterly basis, with the exception of December which has been scheduled the first week of that month.*
- *Meetings are typically scheduled from 10am to 3pm.*

Administered by
FRESNO STATE
Community and Economic Development

California Partnership for the San Joaquin Valley

Board of Directors Meeting DRAFT

Friday, June 21, 2013
10am - 3pm

Hanford Civic Auditorium
400 Douty Street
Hanford, CA

MEETING MINUTES

I. Convene Meeting and Introductory Remarks

The meeting of the California Partnership for the San Joaquin Valley (Partnership) was called to order at 10:08 am by Co-Deputy Chair Corwin Harper who welcomed Partnership Board members and guests.

II. Recognition of Sponsors

Mr. Harper thanked sponsors Kings County Economic Opportunity Commission (EOC), the City of Hanford, and Adventist Health, then introduced Darrel Pyle, Hanford City Manager who welcomed the Partnership and guests to Hanford and to the historic Civic Auditorium.

III. Public and Board Comment

Mr. Harper announced the governor's appointment of new board members Monica Blanco-Etheridge, Genoveva Islas-Hooker, Dorothy Leland, Billy Powell, Mary Renner and Max Rodriguez as well as the reappointment of members DeeDee D'Adamo and Luisa Medina. Secretary Diana Dooley administered the oath of office to Ms. D'Adamo and Dr. Leland who were in attendance.

Mr. Lehn noted widespread satisfaction in the business community that the state budget was passed and that it included Enterprise Zones (EZ) but consternation that funding has been deferred due to the Governor's own incentive proposal. Mr. Lehn strongly urged the Partnership board and community members to not let the EZ funding slip away; the business credibility of California is at stake due to the potential loss of funding that has already been promised to businesses. Handouts from enterpriseCA.org were made available.[1]

Mr. Weber commented that Mr. Lehn had made a strong case for the EZs, but it is known there have been abuses of the EZ programs in the past. Mr. Weber stated,
"The governor's proposal includes a number of points that are very sensible. Are you aware of a reform proposal for the EZs that would curb the abuses, potentially freeing up funding to support the government proposal"?

[1] http://www.enterpriseca.org/downloads-2/

Mr. Lehn noted that Assembly member Manuel Pérez supports the Enterprise Zones[2] and has proposed AB 28, which seeks to ensure the long-term sustainability of the EZ program by making specific, sensible reforms, such as limiting the size and scope of zones and adding provisions to make the program more transparent, effective, and accountable to both the public and local communities.

Mr. Weber further commented that the Bay Area and Southern California are organizing themselves around export opportunities, citing the Association of Bay Area Governments (ABAG) working with two provinces in China to identify opportunities for mutual investment. Mr. Weber noted, "This kind of thing takes so long it's difficult for any of our counties to do this , has the CCEDC sought opportunities to increase exports or attract investment here"?

Mr. Lehn pointed out that as recently as a week ago the CCEDC had international trade as one of its key considerations. There have been recent trade missions such as the German chamber of commerce reaching out to major metropolitan areas wheree trade organizations representing their business communities have premier opportunities to get in front of targets in large markets. Mr. Lehn and others have been to China but have found it is extremely difficult to make something happen quickly.

With the arrival of Mary Renner, Genoveva Islas-Hooker and Luisa Medina, Secretary Dooley administered the oath of office to confirm their induction to the Partnership board.

Board members and guests introduced themselves after which Mr. Harper directed attention to the agenda.

IV. Consent Calendar

Mr. Harper directed board members to page two of the board packet, asking everyone to note the dates of the next two board meetings, September 20 and December 6 noting the importance of member participation and engagement.

Dr. Powell moved to approve the minutes and was seconded by Mr. Weber; Mr. Dodd abstained.

V. Update: San Joaquin Valley Regional Economic Forum

Mr. Dozier provided an overview on the SJV Regional Economic Forum (Forum), citing more than 250 stakeholders representing higher education, state and local government, business, workforce/economic development, and CBOs heard presentations on regional progress and economic opportunities in the San Joaquin Valley and participated in a priority-setting exercise. Building from the 2012 inaugural event that focused heavily on the Ag Value Chain, this year's forum reviewed progress made in the region over the past year, and established the implementation priorities for the coming year. Forum speakers made presentations focused on Stewardship, the Regional Industry Clusters Initiative, local issues, and economic development paradigm. The theme of the event was "Creating a great place for business and people".

[2] http://asmdc.org/members/a56/news-articles/state-should-maintain-enterprise-zone-program

Rather than simply take a traditional look at economic development as smoke stack chasers, the event challenged attendees to view economic development with a triple bottom line - economic, environmental and equity impacts. This approach was promoted through highlighting the need for greater stewardship by both public and private sector leaders. “Doing the right thing” for the Valley requires a commitment to human development, as well as economic development. Fresno Attorney Doug Noll’s presentation explored the connectivity of both and how success cannot occur in one without the other.

Noting that a portion of the support for the Forum is through an EDA grant, Mr. Dozier concluded by recommending that board members review the video and priority lists on the Partnership website[3]

Ms. D’Adamo asked Mr. Dozier to comment on areas of the Valley that are better at using the Partnership as an ally and resources. Mr. Dozier responded that more and more counties engaging with the Partnership; even the two most remote counties, Kern and Stanislaus strongly on board. No one seems hesitant to partner and there is more and more willingness to seek out the Partnership.

Mr. Konczal asked if ag sector surveying is a part of the grant data collection activities, commenting, “It’s critical that we accurately capture and classify ag workers who are currently all categorized as “unskilled labor”. In many cases these are not “unskilled” workers, they simply have skills that do not fit the current models.

Mr. Dozier took the action item to provide Mr. Konczal a copy of the EWD's Centers of Excellence California Targeted Industry Reports[4] Economic and Workforce Development through the California Community Colleges.

Secretary Dooley commented that the State of California is working vigorously to more broadly engage government and universities with issues of the San Joaquin Valley, agriculture and the survey of the skills.

Mr. Harper joined Mr. Dozier in thanking all of the SJV Regional Economic Forum (Forum) sponsors, then asked if there are any other events Partnership in 2013 likely to need sponsorships. Mr. Dozier indicated none other than the remaining board meetings (September in Kern County; December in Stanislaus Count), noting that board members invest their time and talent as well as dollars in helping make the Valley a better place to live.

Mr. Dozier took the action item to send the list of priorities developed at the Forum to board and Valley partners (also available at the Partnership website).[5]

[3] http://sjvpartnership.org/about-us/san-joaquin-valley-regional-economic-forum/
[4] http://www.cccewd.net/industry_reports.cfm
[5] http://sjvpartnership.org/about-us/san-joaquin-valley-regional-economic-forum/

VI. Broadband Update

Ms. Audino provided an update on the upcoming CPUC Grant application process and the IBM Smarter Cities Challenge grant.

VII. County Panel

In his presentation, A Snapshot of Kings County, EDC[6] President/CEO John Lehn extended kudos to the Partnership for helping bring the Valley closer together as a cohesive, coherent entity. In his overview of Kings County, Mr. Lehn described the workforce as 35% government employed between Naval Air Station Lemoore and the three state prisons. A secondary, but equally important employer is agriculture including the ag value chain of production, transport, process and value-add processing. Manufacturing is a growing segment of employment in the area. Unemployment, at 13.8%, is down two full percentage points over a year; things in the Valley are getting better.

Darrel Pyle, city manager of Hanford, presented What's Happening in Hanford. The City of Hanford, originally settled by the Southern Pacific Railroad, was incorporated in 1891 and quickly grew to become one of the bustling cities of the West, ultimately established as the county seat for Kings County. In describing the city and it character, Mr. Pyle observed that the Kings County economic strengths are also economic weaknesses; there are economies of scale but there is also susceptibility in concentrated industries.

Kings County Farm Bureau executive director, Diane Friend, greeted the board with a garden fork, in hand, announcing "…almost everything on your dinner plate came from Kings County, or could have". Kings County hosts over 1000 agri-businesses and farm bureaus in its nearly 1400 square miles. Kings is unique because the "big forks" are invited to the discussions of issues of land use, policy, procedure and regulation; these discussions include outreach from cities and towns as well as USDA and other agencies. Ms. Friend encouraged other counties and communities to reach out to their local ag constituents for comprehensive discussions about the same issues. Ms. Friend noted that more young people are coming into ag than before; these are smart, well-educated and motivated people seeking new answers to old issues. Asset transfer from older to younger generations is now happening in 5-10 years (vs 10-30 in the past) and technology is helping to drive the faster transfer. Technology is changing the face of agriculture and energy opportunities on farm land will help bring income and involvement of rural landowners.

Trends impacting Kings County include new concentrations of small, high-capacity and boutique or niche market farms that are successful. There are significant cropland changes with the departure of established farms and dairies creating ripple effects. Land values gone from $2-5K/acre now at $25-30K/acre from foreign investors. Local governments need to understand they're the protectors of the land; the ag sector is one to preserve not just because it creates jobs but because it's an important component and fabric to the jobs to be created beyond the

[6] http://www.kingsedc.org/aboutedc.html

land itself. California already has a 30% deficit in ag workers. Referring to the agenda topic on water, Ms. Friend advised the board "…we need to look beyond just needing water for our communities; we need to look at water as a safeguard against having our produce imported from foreign countries because we can't grow it here anymore. Counties need to consider their ag sector as more than just the immediate impact".

Ms. Islas-Hooker stated she is the child of a farmer and is herself a child health advocate. Noting the Valley has a high percentage of childhood obesity and diabetes which, at the core, derive from poor nutrition, she commented "The best treatment for malnutrition is good nutrition; we need to think about how to get good nutrition back into the rural communities".

Ms. Friend agreed, noting developing specialty block grants will help encourage local food sheds and local community gardens. Ms. Friend further commented that Big Ag is involved with helping the poorer communities with 90% of all food going into local food sheds and Food Link coming from local large ag donations.

Nick Ortiz**,** Manager, Production Regions and Property Tax Issues of the Western States Petroleum Association presented slides on Hydraulic Fracturing and Energy Production in California.[7]

Ms. D'Adamo thanked Mr. Ortiz for his excellent presentation on fracking, noting the public discourse helps to clarify what it really is and what the risks are.

Mr. Konczal added his thanks and asked, "Under current regulations, can fracking happen without the state being involved?" Mr. Ortiz responded in the negative, noting that no well can be drilled in California without state level approval, but there is no checkbox requiring that the act of fracking be reported.

VIII. Lunch

IX. Discussion: Partnership Board Status

Ms. Dabbs directed board members to their handouts to discuss the current configuration of the board noting the day's appointment of six new board members and reappointment of two others. But that leaves a concerting number of empty or near-empty seats: 18 seats pending, expired or vacant; 7 seated members with expired terms and 5 seats completely vacant.

Mr. Harper strongly encouraged board members to recommend nominees for open positions on the board and thanked those present for their continued service, even when serving in an expired capacity.

Mr. Dozier took the action item to have staff update the document to include new appointees and the vacant seats and send it out to expired/expiring board members. That message will

[7] https://www.wspa.org/sites/default/files/uploads/documents/Industry%20Issues/Hydraulic_Fracturing_FactSheet.pdf

include a reminder of application process and recommendation to start the process 90-120 days prior to expiration of their term.

Mr. Harper urged all expired or expiring members to reapply for appointment, announcing his intention to re-apply and was joined by Mr. Gordon.

X. Valley Water

Mr. Weber introduced Dr. Jerry Meral, Deputy Secretary of California Natural Resources Agency as the man who has been doing the leg work on the Bay Delta Conservation Planning. Gerald Meral, Ph.D. was appointed Natural Resources Agency deputy secretary for the Bay Delta Conservation Plan (BDCP) on Jan. 19, 2011. Dr. Meral is charged with guiding completion of the BDCP to restore the Bay-Delta ecosystem and to create water supply reliability for California. Dr. Meral's résumé includes time as deputy director of the California Department of Water Resources, executive director of the Planning and Conservation League, and director of the western water program of the Environmental Defense Fund.

Dr. Meral announced his purpose today to explain what the BDCP, why it is important to the San Joaquin Valley and to provide an update on what is currently happening.

County water conservation plans are usually designed to develop land use development patterns that address endangered species, and once developed are pretty static.

When developing the Bay Delta Conservation Plan it became evident that operating a state water project plan measured against endangered species drove great uncertainty. State and Federal water projects are huge and important source of water to the Valley (combined, these projects can provide 80-90% of the water used in the western Valley; 20-40% of the water supply in the eastern Valley). Continued operation of the state and federal water projects is vital to survival of the San Joaquin Valley. The goal of the plan is to stabilize the water sources for the state.

Habitat conservation plans are historically terrestrial. BDCP is both terrestrial and aquatic; the flow of water is the regulatory method by which habitat is managed and protected. The legislature created co-equal goals in the 2009 water package—ecosystem restoration and water supply reliability—and people forget that the Legislature also wanted to respect the Delta as an evolving place, and not ignore the fact that a lot of people live, work, and recreate in the Delta.

Those are important goals, and they were adopted by the legislature after the beginning of the Bay Delta Conservation planning effort. We've adopted those goals as part of BDCP and have successfully convinced the federal government, even though it's not a part of federal law, that those goals should be respected by federal agencies as well. They're referred to pretty uniformly by all the players.

Conservation Measure 1 is the proposed tunnel project. Adding a new diversion point in the north delta gains a great deal of flexibility in external water projects.

Dr. Meral encourages everyone to tour the Delta calling it "…sort of our Serengetti, converted from a tule marsh since the 1800's; the resultant peat soil was good for farming but over time it

goes away and the ground level ranges from sea level all the way to 30 feet below the sea level. The levees are relatively unstable and occasionally break which allows for sea water incursion which reduces the quality of water available for export.

Government has historically stepped in to repair the levees, but there is no guarantee this will continue. Potential seismic disaster (earthquake) could cause widespread failure which would impact water quality for multiple years having a $10billion impact per year on the San Joaquin Valley due to water loss. A sudden cutoff of the entire delta water supply is itself a disaster.

Selection of a project for completion has significant employment opportunities (10,000 jobs estimated over 10 years for the construction). But the greater employment impact is anticipated to be for the west side and much of the Valley.

The 1982 project was referended and voted down and the current version of the BDCP has been ongoing for 7 year. Dr. Meral referred board members to the BDCP website for the plan and accompanying studies[8].

The current timeline is to publish the actual plan proposal in October for public comment.

Dr. Meral advised the board of the importance of letting politicians know how important the water projects are. .

When asked about opposition to the BDCP Dr. Meral responded, "If you build tunnels or canals at the Delta there is fear the delta area farmers will be impaired or injured. The state and federal governments have invested hundreds of thousands of dollars in managing/repairing the Delta levees and there is fear that having alternate water sources would reduce willingness to continue that repair. There is also the issue of Northern Californians being unwilling to part with "their" water.

Mr. Weber commended Dr. Meral and the Administration for supporting this initiative, especially for the Valley but also on behalf of the entire state.

Mr. Weber explained, for benefit of the new members, the Partnership has had a water work group in place since 2005. Two key board members were from south Kern and north San Joaquin counties and the assumption was if you could reconcile those two positions you could reconcile the issue for the state. It took a long time to happen – decades of water wars in California helped foster that resistance – which was finally overcome by circumventing the idea of isolated conveyance and were able to reach a consensus and understanding.

According to Dr. Meral, the simple narrative is that California's water system is in crisis. But very few people truly understand that. What is needed is a comprehensive plan that addresses all the people and all the categories of user. Once the current preparation and application process is completed the implementation will take ten years so the goal is to minimize the opportunities for litigation which would impede the process. Between now and then we need some short term fixes. The total of all the costs to do all the things necessary for a

[8] http://baydeltaconservationplan.com/Home.aspx

comprehensive plan, as well as short term fixes, greatly exceeds the $14milion bond issue, being closer to $40-50M. All major infrastructure projects must be done in phases, and Phase 1 should include near term solutions and some of the required components of the comprehensive plan. Stated Dr. Meral, “Big pipes aren’t much good in dry years and in wet years we need storage for the water”.

There is support from a number of key players and water interests in California. But everyone is waiting for the big speech with the framework for how the details are going to be worked out so the various interests around the state have their concerns assuaged.

Referring to the Temperance Flat project[9] Dr. Meral noted the importance linking it to the BDCP. Integrating it to the Valley and the tunnels doubles the water supply of Temperance Flat so it can supply a broader range of needs.

Dr. Powell asked what is preventing the administration from moving faster, knowing that disaster is coming.

Dr. Meral pointed out main reason it’s going so slowly is the diversity of agencies involved all of whom have to issue separate permits, noting the Obama administration is helping to hasten the process.

Ms. D’Adamo pointed out she has been working on water issues for a long time; it may seem slow but the goal really is closer than it has been due to the efforts of Dr. Meral and Governor Jerry Brown. Ms. D’Adamo thanked Dr. Meral for being attending the meeting and presenting the BDCP. To other board members Ms. D’Adamo noted how useful it was to have the presentation here; pointing out it probably gives you a good idea of how difficult it is to explain. There will be a need for public education as the plan progresses, Ms. D’Adamo encouraged the board to not hesitate to ask for someone from Resources to assist with any presentations.

XI. Public and Board Comment and Meeting Feedback

No public comment or feedback.

XII. Adjournment

Mr. Harper thanked all board members for their attendance and active participation in the day’s discussions. In the absence of any further public or Board comments the meeting was adjourned at 2:00pm.

[9] http://www.water.ca.gov/storage/docs/USJ%20Project%20Docs/Temperance_FAQ.pdf

California Partnership for the San Joaquin Valley

Secretariat Report

September 2013

Message from Lead Executive

To: Board of Directors

From: Mike Dozier

The attached Secretariat Report is intended to give you an update of the activity of the Partnership over the last three months. Staff has provided for you the following:

- Communication activities that include meetings, information distribution, and articles mentioning the Partnership.
- Smart Valley Places Update
- Rural Development Center Update
- Regional Broadband Consortium Update
- Housing Collaborative Update
- Regional Industry Clusters Update

The last three months have been challenging with the loss of four employees for various reasons. Rachel Audino resigned to take a position in Visalia. Melanie Allen has been off on medical leave since July 15. And a part-time fiscal position was lost to budget cuts.

Stacie Dabbs, associate director, has a very good reason for being on leave. She gave birth to Hazel Kae Guzman on Sept 3 and will be on maternity leave for another three months. We are all very happy for her and welcome Hazel to the family.

I am pleased to announce that Jason Waters joined the OCED team to fill the position Rachel vacated. Jason comes from Visalia and most recently worked at Tulare County Association of Governments (TCAG). Jason will be responsible for San Joaquin Valley Regional Broadband Consortium and Community and Regional Planning Center.

Many thanks to John Means and Bonita Steele, Kern Community College District, for their generosity and assistance in setting up the Bakersfield venue. Many thanks to Partnership board member Jim Tague for sponsoring lunch and refreshments.

As always, staff is here to provide you with information as desired. If there is any way that we can assist you, please feel free to contact us. I look forward to seeing everyone in Bakersfield.

Communications Update

Staff Outreach Efforts

Date	Event
6/26-28/13	Small Business Development Centers Retreat
3/13/13-3/14/13	California Public Utilities Commission and California Emerging Technology Fund Policy Summit, Sacramento.
3/17/13-3/18/13	U.S. Department of Commerce, Economic Development Association, University Centers Conference (Washington, D.C.)
3/20/13	13th Annual Kern County Economic Summit (Bakersfield, CA)
3/19/13-3/20/13	University of Economic Development Association Conference (Washington, D.C.)
3/21/13	Biola Chamber of Commerce, Board of Directors Meeting (Biola, CA)
3/25/13	City of Livingston, Stakeholder Meeting (Livingston, CA)
4/5/13	2013 Hmong National Development Conference (Fresno, CA)
4/9/13-4/11/13	33rd Annual California Association for Local Economic Development Training Conference (Long Beach, CA)
4/17/13	Kings Basin Disadvantaged Communities Pilot Study, Fresno-Clovis Sub-Region (Raisin City, CA)
4/18/13	City of Corcoran, Economic Development Training Workshop (Corcoran, CA)
4/25/13	San Joaquin County Catholic Charities, Grant Writing Training Workshop (Stockton, CA)
4/30/13	Del Rey Community Services District, Food Give-Away (Del Rey, CA)
5/2/13-5/4/13	Association of Public and Land-Grant Universities Conference (Washington, D.C.)
5/3/13	Mendota Area Business Summit (Mendota, CA)
5/7/13	Merced Economic Roundtable (Merced, CA)
5/8/13	Agricultural Labor Forum (Sacramento, CA)
5/9/13	Team Selma Meeting (Selma, CA)
5/14/13	Milken Institute Regional Stakeholders Meeting
5/16/13	Biola Community Services District, Board of Directors Meeting (Biola, CA)
5/20/13	Regional Industry Cluster of Opportunities meeting
5/21/13	Milken Institute meeting re: Regional Industry Clusters Initiative
5/21/13	San Joaquin Valley Small Business Task Force meeting
5/22/13	San Joaquin River Valley Travel and Tourism Summit, California State University, Stanislaus (Turlock, CA)
5/23/13	2013 Kern County Workforce Summit (Bakersfield, CA)
5/23/13	Sustainable Community Strategy/Regional Transportation Plan Public Outreach Workshop (Parlier, CA)
5/28/13	Healthy Communities meeting

Date	Event
5/28/13	Sustainable Community Strategy/Regional Transportation Plan Public Outreach Workshop (Firebaugh, CA)
6/4/13	Smart Valley Places CEC Meeting, Clovis City Hall
6/5/13	Manufacturing Innovation Grant meeting (RICI)
6/6/13	Central Regional Consortium of Community Colleges Conference, Monterey
6/6/13	Valley COG Directors Meeting
6/7/13	MEWA meeting
6/8/13	Broadband meeting with CETF
6/10/13-6/12/13	Association of Public and Land-Grant Universities, Summer Conference (Charlottesville, VA)
6/13/13	UC Merced Small Business Development Center, Small Business Recognition Program (Fresno, CA)
6/18/13	SC2 Event- Growing a Food Culture in Fresno
6/24/13	George Washington Carver Center, Board of Directors Meeting (S. Dos Palos, CA)
7/1/13	Milken Institute meeting
7/9/13	California Economic Summit Advisory Committee meeting
7/9/13	Southeast Asian Economic Summit (Fresno, CA)
7/10/13	Substandard Housing Code Enforcement Workshop (Selma, CA)
7/10/13	Sunne McPeak, Patterson Strategy meeting
7/12/13	Innovative and Economic Prosperity Award Community
7/16/13	Merced Region Economic Roundtable (Merced, CA)
7/17/13	Recycling BIN Summit meeting, Greater Stockton Chamber of Commerce
7/18/13	Steve Ames, Stanislaus Alliance
7/18/13	U.S. Department of Agriculture, Manufacturing Roundtable (Woodland, CA)
7/23/13	“Merced Vision 2020” meeting
7/24/13	Ben Bergquam, Alicia Gallon, The Business Alliance of Fresno County, regarding sustainable planning
7/25/13	Ag Tech site tour, Fresno City Hall
7/26/13	“Valley Life” pre-production meeting, Andreana, KMPH 26
7/26/13	Meeting with UCAM Planning Team
7/26/13	SJV Regional Broadband Consortium, meeting with Jim Patterson
7/30/13	Blue Planet Network meeting, agenda for Water discussion at Clean Energy Event on Aug 16
7/30/13	RICO Call with Collaborative Economics
8/1/13	George Washington Carver Center, Strategic Planning Session (S. Dos Palos, CA)
8/1/13	Health & Wellness Cluster, nursing grant meeting

Date	Event
8/1/13	Valley COG Directors Meeting
7/31/13- 8/2/13	Prosperity Project, Cleveland, Ohio
8/2/13	UCAM Meeting
8/6/13	Amy Dominguez , James Irvine Foundation
8/7/13	Kern County Small Business & Economic Development Roundtable planning meeting
8/7/13	SJV Small Business Task Force Planning meeting
8/8/13	George Washington Carver Center, Grant Writing Training Workshop (S. Dos Palos, CA)
8/12/13	Bruce Abanathie, meeting re Economic Planning for SR 198
8/13/13	Agriculture Technology Showcase (Fresno, CA)
8/13/13	Fresno Minority Business Development Agency/Native American Advisory Meeting (Clovis, CA)
8/14/13	Smart Valley Places, FHEA Stakeholders Workshop
8/15/13	"Valley Life" filming, Alysia Sofios, KMPH
8/16/13	Blue Planet Network, Rural Water Meeting (Fresno, CA)
8/16/13	Clean Energy Event, presented by RICI Energy Cluster, Tulare
8/16/13	Safe Drinking Water, WET Lab, Fresno State
8/17/13	Latino Mayors Dinner, Fresno
8/19/13	Health & Wellness Cluster Champions, UC Merced Center, Fresno
8/21/13	Central California Healthy Stores Ribbon-Cutting and Community Celebration (Fowler, CA)
8/21/13	Kern County Small Business & Economic Development Roundtable, Bakersfield
8/21/13	South Dos Palos Water District, Board of Directors Meeting (S. Dos Palos, CA)
8/23/13	California Economic Summit Workforce Action Team meeting
8/26/13	Blue Planet Network meeting: Aug 16 event recap, California's Rural Water Action Committee
8/28/13	Regional Energy Planning meeting, Fresno Council of Governments, Fresno
8/29/13	Cybercrime Small Business Forum, Fresno

Electronic Information Distribution

Date	**E-Blast**
3/21/13	Fresno State, regional partners awarded $600k broadband grant
3/22/13	Innovation in the San Joaquin Valley
5/7/13	City of Fresno 2013 State of the City
6/12/13	SJV Affordable Housing Summit

Date	E-Blast
6/13/13	Partnership Newsletter – June 2013
6/18/13	59 Days of Code
6/20/13	Workshop: Substandard Housing Code Enforcement
7/30/13	Scaling Up Community Workshop
7/1/13	UCAM 2013 Conference
8/8/13	Intro to Economic Development Certificate Program
8/15/13	UCAM 2013 Conference
8/15/13	San Joaquin Valley Housing Summit
8/16/13	RICI: Clean Energy Cluster Event

Communications Tools

New Partnership Website

The Partnership website is fully operational with just some tweaking left to do. Visit www.sjvpartnership.org to find out the new features. Upcoming board meetings are now highlighted in the top section of the homepage (when you click Learn More, it takes you to an event page that includes a map of the location!). An interactive directory of board members includes bios and photos (if available) that pop up when you click on their name - the same goes for staff bios and photos. A full listing of all board meetings, from the first one on Feb. 2, 2007, includes agenda packets for each. Work group pages are refreshed and simpler while pages have been added for the Regional Industry Clusters Initiative. A full directory of Valley electeds has been added to the Government Affairs section. State and federal sections include links to each elected's website. The Local section is listed alphabetically by county. PDFs have been made available to download contact information for boards of supervisors, mayors and city councils, if available.

Annual Report

The 2013 Partnership Annual Report is currently in production and covers the time period of July 1, 2012, through June 30, 2013.

The 2012 Partnership Annual Report is still available in electronic and print form. Requests for a printed copy may be made by calling 559-294-6021.

e-Newsletter

Distribution occurs quarterly one week prior to the next scheduled board meeting. The latest issue was distributed on September 13. The newsletter reports on the Partnership's initiatives and collaboratives and is sent to all Partnership stakeholders (2,552).

Daily News Briefing

The Maddy Daily continues to be distributed by The Maddy Institute on a daily basis to more than 11,000 contacts including Partnership board members and work group consultants, business and community

leaders, and other government and legislative contacts throughout the Valley. It is available in Spanish. (www.maddyinstitute.org)

Media

Traditional methods of communication efforts with the media include press releases, media advisories, and editorial content and interviews. In addition, Partnership activities have been picked up by Valley news agencies. See following table for recent activity.

Date	Description
3/27/13	Media Advisory: San Joaquin Valley Housing Collaborative endorses Senate Bill 391
5/23/13	Video: Why should high-speed rail start in the Central Valley? California Forward.
6/13/13	Free training program teaches skills in growing industry: program teaches skills for warehouse industry. Modesto, Calif., KCRA.com
6/21/13	Calif. Gov. Brown announces appointments for June 21, 2013, including to the California Partnership for the San Joaquin Valley. CaliforniaNewswire.com
6/21/13	Governor Brown announces appointments. Imperial Valley News.
6/23/13	Gov. Jerry Brown names 6 to Valley Partnership board. The Modesto Bee.
7/31/13	Hunger in San Joaquin Valley to get new attention. Central Valley Business Times.

Partnership social marketing efforts include Facebook and Twitter accounts. The Partnership Facebook page now has 467 “fans” (up from 464), and is linked to Facebook pages of several partner organizations.

Smart Valley Places

Initiative: Smart Valley Places

September 2013

Quarter: 3rd Quarter 2013

Staff Lead: Stacie Dabbs

Update:

Smart Valley Places is currently in its third and final year of funding and is just beginning the final quarter. As reported in the 2nd quarter report, there are three major buckets of activity underway the rest of the grant program: 1) Create a legacy document that articulates the impact of Smart Valley Places, and its lasting contributions to the region, as well as, opportunities for partners to leverage the work and continue to support the implementation of smart growth principles in Valley cities; 2) the completion of a Fair Housing and Equity Assessment for the eight county region; and 3) plan a final regional convention to highlight the program and its contributions, as well as future opportunities to continue the work (November 5, 2013 in Visalia).

The final deliverables for the Smart Valley Places grant to be completed by December 2013 also include:

- A demonstration of enhanced coordination of regional planning efforts with the Valley's Councils of Governments and generate increased support for the Valley Blueprint throughout the region. Including engagement with and connection to smart growth efforts in the non-urban areas of the Valley and efforts to coordinate Smart Valley Places with existing regional efforts in areas such as economic development, housing, and energy.
- A tool to promote valley-wide sharing of best planning practices, consolidation of planning work products from various cities in one easily accessible location with staff available to provide related information.
- A final Smart Valley Places report prepared as an engaging and highly graphic color document that will generate interest and propose opportunities for continued cooperation among Smart Valley Places partners and other stakeholders. This report will capture the legacy of Smart Valley Places and highlight current activities in the region that have leveraged the Smart Valley Places investment and continue to build from the Smart Valley Places momentum.

SJV Rural Development Center

Initiative: San Joaquin Valley Rural Development Center

September 2013

Quarter: 3rd Quarter 2013

Staff Lead: Ismael Díaz Herrera

Update: SJVRDC provided assistance to 12 different rural entities and participated in 22 community events

Small Communities Network

The SJVRDC continues to distribute a weekly newsletter (Mondays) of resources and information to stakeholders of the region's rural communities. A grant writing training workshop was conducted at the George Washington Carver Center in South Dos Palos, Calif., on August 8.

USDA Pathways to Rural Economic Progress – San Joaquin Valley

The SJVRDC proposed a strategic planning session to the GWCC Board of Directors at their June 24 Board meeting, and facilitated the strategic planning session on August 1. The session focused on undeveloped properties. University-based technical assistance was facilitated to the City of Maricopa for preparation of its Sewer System Management Plan on August 14. Scholarships for participation in the 2013 Introduction to Economic Development Certificate Program were provided to the Cities of Corcoran, Livingston and Mendota. The training program will be conducted October 21-24 at Fresno State.

Grant Applications

(Awarded) USDA Rural Business Enterprise Grant: in partnership with the municipal staff, will support technical assistance and technology integration training to small business owners in the City of San Joaquin ($40,000).

(Pending) PG&E Economic Vitality Grant: will support cottage food operator training in rural Fresno County communities of Firebaugh, Mendota, Parlier, and San Joaquin ($25,000).

Contracted Services

Fresno Economic Opportunities Commission: with USDA RBEG funding, organized and marketed the opening of the Biola Farmers' Market in Biola, Calif., on June 25. Market will run until September 24.

Fresno Council of Governments: organized and delivered two Sustainable Communities Strategy community outreach workshops in the Cities of Firebaugh and Parlier on May 23 and 28, respectively.

Service Agreements

Economic Development: completed economic development strategy sessions with the Greater Taft Economic Development Authority, and produced Taft Economic Development Strategic Plan that was presented to and approved by Taft City Council on August 20.

High School Mentorship: completed college/career preparation sessions with Parlier HS students in partnership with Youth Centers of America.

Water: assisted City of Farmersville in scheduling water sampling appointments with residents of Cameron Creek Colony CDP in Tulare County. Water samples were collected August 13-15.

Communications

Construction of SJVRDC website has been completed. Website content is being done during 3rd Quarter 2013. The launch of the SJVRDC website has been rescheduled to 3rd Quarter 2013. A website content management training session between SJVRDC staff and Bertz-Rosa Design occurred on August 30.

Initiative: San Joaquin Valley Regional Broadband Consortium

August 2013

Quarter: 2nd Quarter 2013

Staff Lead: Phillip Siegrist

Update: SJVRBC staff continues to meet with a variety of stakeholders to develop the Broadband Deployment Plan. With the telehealth and rural broadband portions already completed, staff has been meeting with private sector firms to integrate their future business plans (that are public information) into the study. For the digital literacy portion of the consortium, SJVRBC and several regional partners began work on a three-year, $600,000 CETF Get Connected! grant aimed at increasing first time broadband subscriptions via increased digital literacy trainings.

In addition, staff is working with USDA and city of Fresno staff on a variety of initiatives. The city's IBM Smarter Cities team was in Fresno in late April/early May and developed a series of recommendations on utilizing technology to increase the city's economic competitiveness. A final report is set to be released to the public in the near future. Staff continues to work with the SC2 team to flesh out an agricultural pilot site concept as well as find a grant opportunity to help fund the project. At this point in time, that could include connecting to middle mile institutions and agricultural sites in the Reedley/Parlier area.

Staff also worked with Lawrence Livermore Labs, USDA, the Central Valley Business Incubator, ARS Labs, and the city of Fresno on an agricultural technology showcase on August 13, 2013 at Fresno City Hall. This included a "shark tank" style event where researchers pitched their technologies to prospective investors and venture capitalists. The event was a success, although at this time it is unknown whether any business deals were made.

San Joaquin Valley Housing Collaborative

Initiative: San Joaquin Valley Housing Collaborative

September 2013

Quarter: 3rd Quarter 2013

Staff Lead: Stacie Dabbs, Tim Ng

Update:

- **SB 391 - California Homes and Jobs Act**
  - The bill was approved through the Senate Appropriations Committee, and passed the Senate in a floor vote 27-12.
  - The Assembly Committees of Housing and Community Development, and Labor and Employment, are currently reviewing and amending the bill.
  - The Partnership for the San Joaquin Valley voted to endorse the bill.

- **Planning for Affordable Housing Summit**
  - The 2nd Annual San Joaquin Valley Affordable Housing Summit will be held on September 25, 2013 in Fresno, at the downtown Holiday Inn.
  - The theme for the Summit is "Building Resilient Communities in an Evolving Regional Landscape".
  - The Summit will hold six workshops on tools for sustainable development, the CRA, rural housing, special needs housing, agency solutions to housing challenges, and foreclosure assistance and recovery.
  - David Erickson with the Federal Reserve Bank of San Francisco, and Barry Zigas with the Consumer Federation of America, will be keynote speakers.

- **Grants and fundraising**
  - The Collaborative received a $5,000 grant from Bank of America for general operating support.
  - Sponsorships for the Summit are still available; Visionary Homebuilders, Self-Help Enterprises, Family HealthCare, GRID Alternatives, and Wells Fargo have extended sponsorships.

California Partnership for the San Joaquin Valley

Initiative: San Joaquin Valley Regional Industry Clusters

September 2013

Quarter: 3rd Quarter 2013

Staff Lead: Silas Cha

Update:
The RICI Team continued to embark on engaging the champions and work groups. The Health and Wellness Work Groups held their monthly meetings: Leadership Education, Affordable Care Act, Workforce, and Healthy Communities.

The Leadership Education Work Group obtained 15 interviews with elected officials in the San Joaquin Valley for the purpose of providing input on public health. There are plans to conduct another nine or more interviews in the coming months, with the intent to establish a health education curriculum to equip our elected officials to become stronger advocates for the Valley. The Affordable Care Act Work Group continued to dialogue on the importance getting accurate information to the public in regards regarding the requirements of the Affordable Care Act of 2010. The Workforce Work Group will revisit the previous RICO effort and will update the needs of workforce development. The Healthy Communities Work Group has been forming partnerships to create a venue for additional dialogues on "what healthy communities look like."

The RICI Team also partnered with University Center for Advancing Manufacturing (UCAM) to hold its 3rd Annual Conference on Oct. 18, 2013. Mike Dozier took the lead to secure Dr. Joseph Castro, the new Fresno State president, as the keynote speaker. The RICI Team will help with outreach and other marketing strategies with UCAM.

The first event of the Clean Energy Cluster, under the administration of the OCED-RICI Team, was held in Tulare, Calif., on Aug 16, 2013. With 62 participants in attendance, the Clean Energy Cluster took the occasion to recognize Kingsburg High School student Marissa Acosta for her "achievement, passion, and dedication to the clean and alternative energy industry." Marissa was presented a certificate of recognition from Mike Dozier and Daryl Baltazar, chair of the Clean Energy Cluster.

Networking

6/17/13	Silas convened the Affordable Care Act Work Group with chair Deborah Wigely of California Health Collaborative
6/18/13	Silas met with Chaz Felix and Paulina Jimenez (Interns/Fellows at Central Valley Health Policy Institute (Dr. John Capitman's office)
6/19/13	Silas participated in a Webinar with PolicyLink on healthy communities
6/20/13	Silas attended the Water Cluster quarterly event at the International Center for Water Tech
6/27/13	Silas met with Debbie Tom of Feed the Hungry (via phone conference)
7/2/13	Mike and Silas held meeting with Workforce Work Group with Mary Renner and Christine Nutting.
7/3/13	Silas met with Paulina Jimenez and Chaz Felix at CVHPI
7/9/13	Silas attended the Southeast Asian Economic Summit, hosted by the Southeast Asian Resource Action Center in partnership with the United Way of Fresno County
7/11/13	Silas held conference call with Deborah Wigely, chair of ACA Work Group
7/23/13	Silas convened the Healthy Communities Work Group with Darryl Rutherford
7/25/13	Silas participated in EDA Manufacturing Webinar
7/26/13	Mike and Silas attended the University Center for Advancing Manufacturing meeting in preparation for the October 18, 2013 Conference
7/30/13	Silas met with Laura Ramos of ICWT – RICI technical assistance
8/1/13	Silas attended Scaling Up Community Workshop at Fresno City College; OCED was a partner to host the event
8/2/13	Silas met with Srida Moua of Fresno County EDC – review Clean Energy Cluster
8/7/13	Silas met with Christine Nutting, Fresno WIB, on Workforce Work Group strategies
8/8/13	Silas met with Gil Lara and Eric Mouradian of Chase Bank, shared RICI events and resources
8/13/13	Mike, Ish, and Silas attended the Ag Tech Showcase at Fresno City Hall
8/15/13	Mike, Ish, and Silas attended recycling and clean energy presentation by Frank Ferral (Stockton Chamber of Commerce) and the Valley Green Team.
8/16/13	Mike, Ish, and Silas coordinated and attended the Clean Energy Cluster event in Tulare, CA.
8/19/13	Mike and Silas convened the Health and Wellness Cluster Advisory Committee meeting at UC Merced-Fresno Center – reporting from work groups, and explored next steps.

California Partnership for the San Joaquin Valley

Work Group Consultants Reports

The attached reports summarize the 2nd quarter 2013 activity from April through June for 8* of the Partnership's 10 work groups.

Index

Work Group	Page No.
Advanced Communications Services	26
Air Quality	29
Economic Development	36
Energy	39
Health and Human Services *Work group inactive**	
Higher Education and Workforce Development	
Higher Education	43
Workforce Development	46
Housing *Work group in progress**	
PreK-12 Education	48
Sustainable Communities	53
Water Quality, Supply and Reliability	58

ADVANCED COMMUNICATIONS SERVICES (ACS)
Lead Organization: Office of Community & Economic Development

C = Completed
IP = In Progress
NP = No Progress

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Expedite the provision of broadband access in all areas of the San Joaquin Valley.	☐	IP	
Objective A: Create an organizational infrastructure w/ a goal to "Facilitate the deployment and utilization of advanced communications services and information technology throughout the region."		IP	• Through the San Joaquin Valley Regional Broadband Consortium, staff continues to convene the RBC on a quarterly basis, with the fourth quarter meeting happening on August 12 in Merced. • 3 work groups (infrastructure, Telehealth, education), and 2 internal task teams continue to meet. • Several emails were distributed to stakeholders regarding key broadband topics. • OCED continues to maintain a section of their website to communicate Consortium information. http://sjvpartnership.org/static_pages.php?static_page_id=88&mn_id=163 • SJVRBC website continues to be updated as needed.
Objective B: Develop a strategic plan for broadband infrastructure aimed at increasing access to broadband.		IP	Staff continues to develop the SJV Broadband Deployment plan based on research and outreach conducted in the first year of the SJVRBC. We are exploring TV white space technology and its potential applications throughout the valley, particularly in rural mountainous and agricultural regions.
Objective C: Inform over 300 elected officials from the 8 county region about the benefits of ubiquitous access to broadband and provide model policies and other tools to help facilitate deployment.		C	
Objective D: Identify communities and neighborhoods w/ out affordable connections to delivery of Broadband.		IP	Staff continues to identify communities and neighborhoods w/ out affordable and reliable internet connections. Staff continues to update our research on affordable connections to broadband and integrate this data into our planning efforts.

ADVANCED COMMUNICATIONS SERVICES (ACS)
Lead Organization: Office of Community & Economic Development

C = Completed
IP = In Progress
NP = No Progress

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective E: Increase deployment of broadband by current and prospective service providers.		IP	Staff continues to research ways that current and prospective service providers can increase deployment in cost effective ways.Through technologies like TV white space and Google's "Project Loon."
Objective F: Identify and seek all available funding for deployment of broadband.		IP	Staff continues to work with the city of Fresno's SC2 team to flesh out the concept of an agricultural pilot site and seek funding to launch it.
Objective G: Leverage unused bandwidth for the benefit of the greatest number of users.		IP	Staff has reached out to TV white space manufacturers and others on the technology to better understand the logistics and technical appliations in our region.
Objective H: Increase utilization of Broadband by all residents.		IP	Work has begun on the CETF Get Connected! grant. This will provide targeted digital literacy training with a focus on first time broadband adoption in rural and urban parts of the valley.
Goal 2: Promote accessibility and utilization of broadband in targeted underserved communities and populations.		IP	
Objective A: Increase availability of affordable broadband in unserved and underserved areas of the San Joaquin Valley, including rural communities.		IP	Staff is working to facilitate the deployment of technologies like TV white space in addition to empowering local governments and/or co-ops to provide broadband access as a break even utility. Staff Continues to engage companies and sevice providers that specialize in TV white space technology.
Objective B: Foster demand for broadband access in underserved and disadvantaged communities, w/ a focus on the rural areas.		IP	The CETF Get Connected! grant will provide digital literacy training to individuals who have not previous subscriped to the Internet, thereby fostering demand in underserved & disadvantaged communities. Partners include: Fresno Unified School District (FUSD), Great Valley Center (GVC), Community Services and Employment Training (CSET), & Youth Centers of America (YCA).

ADVANCED COMMUNICATIONS SERVICES (ACS)

Lead Organization: Office of Community & Economic Development

C = Completed
IP = In Progress
NP = No Progress

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective C: Develop and implement plan to ensure high school students graduate w/ the basic computer literacy skills.		IP	Staff continues to engage the schools and is working with the community colleges on a grant project for technical business development.
Objective D: Assist in the expansion of public locations for access to broadband to help disadvantaged residents and businesses to bridge the digital divide.		IP	Staff continues to research and disseminate information on grant opportunities for middle mile institutions.
Goal 3: Expand and replicate successful model programs through 2 regional forums to increase access to broadband and information technology to bridge the digital divide		IP	
Objective A: Develop and implement a plan to expand and replicate the most successful strategies and programs to bridge the digital divide.		IP	Staff developed the rural broadband and telehealth component sections of the Deployment Plan in Q1 and will continue to develop plan components throughout the year.
Goal 4: Accelerate deployment of broadband infrastructure through telemedicine and Telehealth technology.		IP	
Objective A: Develop and implement a telemedicine and Telehealth plan to connect health clinics w/ medical centers.		IP	Staff developed the telehealth component of the Deployment Plan, which is available on the SJVRBC website. Staff continues to research and disseminate information on grant opportunities for telemedicine infrastructure and equipment.
Goal 5: Work w/ neighboring regional consortia, such as Valley Vision and the Eastern Sierra Connect, to ensure the development of a cohesive infrastructure.		IP	Staff provides information to neighboring consortia on projects of shared or mutual interest as appropriate.
Objective A: Share Plans Among Neighboring Regional Consortia as Developed.		IP	Staff provides updates on a monthly CPUC phone call and engages in individual 1:1 conversations with other consortia where applicable.

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Goal 1: Achieve U.S. Environmental Protection Agency (EPA) standards for 8-hour ozone and PM2.5 by the current attainment date, or as soon as practicable thereafter.	☐	IP	The San Joaquin Valley Air Pollution Control District (Air District) continues to implement valuable incentive programs for heavy duty truck operators. Incentive funding is currently available for small businesses and fleets through the District's truck voucher programs. Applications for the next phase of the Prop 1B funding will be accepted in Summer 2013.
Objective A: Negotiate with U.S. EPA to address federal constraints on alternative compliance emission reduction programs.		IP	
Monitor negotiations between SJVAPCD, ARB, and EPA and intervene as necessary to help facilitate a successful outcome.			
Objective B: Negotiate with U.S. EPA allowance of SIP credits for incentive programs.			
Monitor negotiations between the SJVAPCD, ARB and EPA and intervene as necessary to help facilitate a successful outcome.			
Objective C: Work with ARB to identify appropriate criteria for incentive programs in the Valley.			
Work with the SJVAPCD and the ARB to develop modified incentive program guidelines that generate surplus emissions, are cost-effective, are sufficiently attractive to incent the desired investment, and are designed and implemented in a timely manner.			
Goal 2: Encourage EPA adoption of tighter federal emission control standards.		IP	
Objective A: Recommend that ARB work with U.S. EPA to ensure that On- and Off-Road Heavy Duty Vehicles and equipment comply with applicable new and in-use emission standards.			
Build consensus among Work Group on changes needed in current programs and proposed strategies for implementation.			
Objective B: Encourage U.S. EPA to develop the strongest emission control standards for locomotives. Negotiate with railroads to ensure early introduction of the cleanest locomotives into the San Joaquin Valley fleet.			
Act as a catalyst to encourage timely and effective action by EPA and railroads.			

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Goal 3: Implement incentive mechanisms to accelerate adoption of air quality mitigation technologies.		IP	
Objective A: Establish Air Quality Mitigation Zones (state level designation).			
Work with all relevant stakeholders to design the Air Quality Mitigation Zone and enabling legislation.		IP	
Conduct campaign to educate local and state leaders on the importance of this vehicle for emissions reduction.			
Monitor implementation.			
Objective B: Establish Air Quality Empowerment Zone (Federal level designation).		IP	
Work with all relevant stakeholders to design the Air Quality Empowerment Zone and enabling legislation.			
Conduct campaign to educate local and Federal leaders on the importance of this vehicle for emissions reduction.			
Monitor implementation.			
Objective C: Establish and fund a 5-year program to scrap and replace approximately 6,000 gross polluting passenger vehicles per year and achieve 20 tons/day emissions reduction over 5 years.		IP	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			
Work with Valley's Federal and state legislative delegation and the SJVAPCD to identify sources of funding.			
Monitor program implementation.			
Objective D: Establish and fund a 5-year program to scrap and replace approximately 7,500 heavy duty diesel trucks per year and achieve 60 tons/day emissions reduction over 5 years.		IP	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			
Work with Valley's Federal and State legislative delegation and the SJVAPCD to identify sources of funding.			
Monitor program implementation.			
Objective E: Establish and fund a 5-year scrap and replace program for off-road equipment to achieve 10 tons/day emissions reduction over 5 years.		IP	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Work with Valley's Federal and State legislative delegation and the SJVAPCD to identify sources of funding.			
Monitor program implementation.			
Objective F: School Bus Fleet Modernization.			
Note: The process the Maddy Institute will use to implement this recommendation will depend on whether or not the Transportation Bond Measure is approved by the voters in November 2006.			
If Bond measure is passed, work with the SJVAPCD and the Valley school districts to catalyze prompt action to implement modernization programs that can be funded through bond measure proceeds.			
If the Bond measure is not passed, work with Valley's Federal and state legislative delegation to establish and identify sources of funding for a school bus fleet modernization program.			
Monitor program implementation.			
Goal 4: Promote clean energy projects (with Energy Work Group).			Ongoing. See explanation at Goal 1.
Objective A: Establish a San Joaquin Valley Clean Energy Organization		**C**	
Note: Implementation of this recommendation will be led by the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Energy Work Group			
Collaborate with Energy Work Group to create a San Joaquin Valley Clean Energy Office.			
Objective B: Establish San Joaquin Valley Clean Vehicle Information Exchange.			
Note: Implementation of this recommendation will be led by CALSTART, working in conjunction with the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested.			
Collaborate with the Energy Work Group and CALSTART to develop a Clean Vehicle Information Exchange proposal.			
Objective C: Implement Community Choice Aggregation Project.		IP	
Note: The first Community Choice Aggregation Project is being led by the Kings River Conservation District (KRCD). The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by KRCD.		IP	

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Collaborate with Energy Work Group to implement Community Choice Aggregation Projects.			
Objective D: Net metering within same agricultural operation or water district.		IP	
Convene meeting with Valley state legislative delegation, Air Quality Work Group and all other relevant stakeholders to secure support for net metering within the same agricultural operation or water district.			
Help design program/enabling legislation.			
Monitor program implementation.			
Objective E: Incentivize use of agricultural biomass for fuel and energy production.		IP	
Collaborate with Energy and Economic Development Work Groups to create a workgroup to identify barriers, and recommendations to overcome those barriers, to the expanded use of agricultural waste material for energy production (including the design and funding of incentive mechanisms).			
Help design implementation program.			
Monitor program implementation.			
Goal 5: Improve transportation mobility and goods movement (with Transportation Work Group).			Ongoing. See explanation at Goal 1.
Objective A: Evaluate Highway Tolling Option (joint recommendation with Transportation Work Group).			
Collaborate with the Transportation Work Group to secure funding to research and evaluate road pricing projects.			
Help facilitate and monitor research and evaluation.			
Support next steps following conclusion of research and evaluation.			
Objective B: Urban Traffic Synchronization Pilot.		IP	
Work with the Valley COGs and Caltrans to identify a site or sites for the pilot.			
Define the pilot parameters.			
Help secure funding for the project			
Monitor program implementation.			

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NP = No Progress
W = WIA Grant

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Objective C: Evaluate/implement short sea shipping.		IP	
Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.			
Collaborate with the Transportation Work Group to evaluate the economic feasibility of short sea shipping and its potential air quality benefits.			
If economic feasibility is positive, support implementation efforts.			
Objective D: Evaluate/implement multi-modal facilities.		IP	
Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.			
Collaborate with the Transportation Work Group to evaluate the economic feasibility of multimodal facilities and their potential air quality benefits.			
If economic feasibility is positive, support implementation efforts.			
Objective E: Evaluate/implement rail improvements.		IP	
Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation			
Collaborate with Transportation Work Group to encourage and implement rail improvements.			
Objective F: Evaluate/implement mass transit options.		IP	
Note: Implementation of this recommendation will be led by the Sustainable Communities Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.			
Collaborate with Transportation Work Group to encourage and implement mass transit options.			
Goal 6: Encourage green local government.			

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Objective A: Accelerate use of clean energy technology in municipal and state operations.		IP	
Make presentations to the Valley COGs, principal municipalities and major state operations in the Valley, encouraging them to accelerate use of clean energy in their operations.			
Monitor program implementation.			
Objective B: Include air quality scoring criteria in all municipal and state procurement contracts.		IP	
Help draft a model ordinance calling for air quality scoring criteria to be included in all municipal procurement contracts.			
Make presentations to the principal municipalities encouraging them to adopt the ordinance.			
Encourage the State government to adopt similar criteria for all state procurement contracts.			
Monitor program implementation.			
Objective C: Adopt Green Building standards.			
Note: Implementation of this recommendation will be led by the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested.			
Collaborate with the Energy Work Group to develop and encourage use of green building standards.			
Objective D: Adopt new land use guidelines.		IP	
Note: Implementation of this recommendation will be led by the Sustainable Communities Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested.			
Collaborate with the Sustainable Communities Work Group to encourage adoption of new land use guidelines that benefit air quality.		IP	
Goal 7: Accelerate research of critical emissions.		IP	
Objective A: Agricultural PM10, PM2.5 and ROG emissions research.		IP	
Convene interested stakeholders to evaluate the need and set priorities for research on agricultural equipment and agricultural operations that will help obtain emission reductions.			
Assist stakeholders in identifying projects that could qualify for funding under the Farm Bill as well as the Innovative Clean Air Technologies (ICAT) program.			
Monitor program implementation.			
Objective B: Research of dairy emissions sources and best available control technology (BACT).		IP	

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

AIR QUALITY WORK GROUP (AQ)

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Work with the SJVAPCD to convene interested stakeholders to define priorities and funding requirements for dairy emissions research and projects.			
Assist stakeholders in securing funding.			
Monitor program implementation.			
Goal 8: Improve public understanding of air quality issues and solutions.		IP	
Objective A: Conduct Public Education Campaign.		IP	
Enlist the involvement of representatives from regulatory agencies, public interest organizations, public sector institutions and the private sector to join a public education task force.			
Solicit funding to retain a public relations/marketing/polling firm to develop a comprehensive public education strategy (or develop a scaled down strategy using Maddy “in house” resources).			
Define the content of a possible public education campaign and its potential ROI (cost per unit of emissions reduced). Make a go/no-go recommendation to the SJVAPCD, ARB and Cal/EPA.			
If campaign is recommended and approved, provide implementation support.			
Objective B: Publish and distribute "user-friendly" air quality improvement plan and annual progress report.		IP	
Assist the SJVAPCD in publishing a "user-friendly" report. Conduct focus groups to evaluate readability, clarity, visual appeal and effectiveness of the materials.			
Assist with dissemination of materials, public service coverage and presentations to civic groups and other Valley stakeholders.			
Challenges/Problems/Bottlenecks/Feedback encounted during the quarter			
New funds leveraged during the quarter.			

C = Completed
IP = In Progress
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W = WIA Grant

ECONOMIC DEVELOPMENT WORK GROUP (ECON)

Lead Organization: California Central Valley Economic Development Corporation

REVISED ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Goal 1: Facilitate investments in infrastructure and incentives that support the economic vitality of the region.	☐		
Objective A: Organize a new regional Economic Development District (EDD) for the SJV. The EDD will advance the concerns and promote opportunities in the eight county region and serve as a powerful engine to promote private sector investment and job creation.			
Prepare a San Joaquin Valley (SJV)-wide Comprehensive Economic Development Strategy (CEDS). The CEDS will analyze the regional economy and serve as a guide for establishing regional goals and objectives, developing and implementing a regional plan of action, and identifying investment priorities and funding sources.			Working with the EDA to finalize the CEDS Update to move forward the Economic Development District.
Establish the regional Economic Development District (EDD) for the San Joaquin Valley.			
Once the EDD is established, seek federal funding to help the cities and counties of California's Central Valley facilitate projects.			
Objective B: Establish and promote regionwide incentives			
Update and compile information on all incentive zones in the region.		C	
Update regionwide promotional material to promote the incentive zones. Incorporate into marketing efforts.		C	
Identify bottlenecks and recommendations for revising the incentive zones in the region. Work with legislative champion(s) to find creative ways to address bottlenecks.		C	All counties and CCVEDC wrote letters to the Governor in an attempt the save the Enterprise Zone. CCVEDC worked with CALED, the Association of Enterprise Zones and local business to provide testimony in support of the Enterprise Zone.
Goal 2: Align regionwide economic development efforts in support of target industry clusters: (1) agribusiness, including food processing, agricultural technology, and biotechnology; (2) manufacturing; (3) supply chain management and logistics; (4) health and medical care; and (5) renewable energy.			
Objective: Work with WIA Grant Goal #1 in Sector-Based Articulation for high school career and technical education (CTE) programs in high priority industries in three high schools in Kings, Fresno and Stanislaus Counties. Each high school will engage students in two of the target industry career education areas.			

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ECONOMIC DEVELOPMENT WORK GROUP (ECON)

Lead Organization: California Central Valley Economic Development Corporation

REVISED ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Provide guidance, develop and communicate resources on industry clusters		IP	Researched and posted 65 new industry-related articles and press releases by sector on www.centralcalifornia.org. Marketing Missions were conducted in **Atlanta** with site selectors and tenant representatives. Also, CCVEDC marketed the valley at **the SIOR Northern California golf tournament in June 2013,** and met with over 130 commercial real estate brokers.
Help identify sector-based needs for both industry and students within respective targeted industry		C	CCVEDC members have ongoing relationships and meetings with companies in their individual counties. Many are working jointly with their WIB's on cluster growth.
Inventory university programs in the region that support the clusters.		C	
Work with the three demonstration projects to provide resources and industry stakeholders to develop internships and job placement programs		C	
Goal 3: Create a dynamic, entrepreneur-producing economic climate in the San Joaquin Valley.			
Objective: Work with the Lyles Center on WIA Grant Deliverable #4 to establish a San Joaquin Valley network of Entrepreneurship Centers (E-Centers). Located at Reedley College, Bakersfield College, and the University of Pacific, the E-Centers will enable the launch of new businesses and creation of new jobs within Central Valley communities.			
Provide guidance and act as an industry resource.		C	
Help communicate industry information.		IP	CCVEDC communicates to site selectors and industry through a marketing program based on the valley clusters. This includes the web site centralcalifornia.org, a quarterly Enewsletter, a 2013 Real Estate Update and inventory and individualized real estate and demographic packets to prospective companies.
Develop target industry information.		C	
Communicate and leverage valley industry stakeholders for demonstration projects.			
Goal 4: Accelerate the deployment and adoption of renewable and clean energy in the San Joaquin Valley.			

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NP = No Progress
W = WIA Grant

ECONOMIC DEVELOPMENT WORK GROUP (ECON)

Lead Organization: California Central Valley Economic Development Corporation

REVISED ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun30)
Objective A: Continue to work with sitting Renewable Energy Companies and cluster industries		IP	The CCVEDC continues to work with several Renewable Energy projects. For instance, Fresno County is working with 34 projects, Kern County is working with several hydrogen, solar and mining energy projects.
Objective B: Work with state officials to remove administrative barriers to clean energy deployment.		P	Kern County is working to overcome Williamson Act removal issues as it relates to timing on a hydrogen project. Other counties are also dealing with Williamson Act issues on renewable energy projects.
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter			
New funds leveraged during the quarter.			

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ENERGY WORK GROUP - SJVCEO (Energy-SJVCEO)

Supporting Organizations:

California State University, Fresno, Paul Johnson and Associates, San Joaquin Valley Clean Energy Organization

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Develop a comprehensive regional plan and implementation structure for efficient energy use and clean renewable technologies.	☐		
Objective B: Develop a comprehensive regional clean energy plan for the San Joaquin Valley.		IP	Staff from stakeholder groups continued their efforts to support regional energy planning efforts in the Valley. Led by the SJV Regional Policy Council the group met at the Energy Education Center Tulare in April to exchange information and ideas on what was being done and how best to proceed. The RPC will convene the group again in August and will look at alternative opportunities to fund sections of a regional energy economic plan. SJVCEO opened conversations with PG&E to complete three areas of technical implementation work with local governments in the eight counties that would allow the organization to better understand the opportunities and direction and help current understanding of needs for a future plan.
Develop work plan.			
Completion of the regional clean energy plan.			
Objective C: Seek an "increased share of "public goods charges revenue" for funding energy efficiency programs from CPUC in portion to regional population.		IP	SJVCEO is in conversation with PG&E to complete energy efficiency technical assistance work in the eight county region. This work would be funding from Public Goods Charge dollars.
Complete assessment of public goods funding returning to the Valley.		IP	SJVCEO and PG&E will begin an assessment of PGC assessment in Q3 2013.
Implement strategies to increase public benefit funding.			

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ENERGY WORK GROUP - SJVCEO (Energy-SJVCEO)

Supporting Organizations:

California State University, Fresno, Paul Johnson and Associates, San Joaquin Valley Clean Energy Organization

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 2: Increase efficient energy use in all sectors.		IP	Through local government partnerships in counties of Kern, Tulare, Kings, Fresno and Madera, as well as through an Ag based outreach program in the three northern counties PG&E, SCE and SCG additional energy efficiency resources are being delivered and shared with the following customer segments: agriculture, small business, medium business, residential, schools, water-districts and municipalities.
Objective B: Increase efficient energy use in rural communities.		IP	The Great Valley Center, County of Madera, Fresno EDC, SJVCEO and Kern COG, as implementers of local government partnerships, are using PGC dollars and the resources of local government partnerships to direct resources to rural communities.
Conduct pilots.		IP	SJVCEO is working with PG&E to develop a community giving campaign in the City of Dinuba to fund energy efficiency projects in the city. The SJVCEO is looking at hosting directed energy efficiency community events with PG&E in Stratford and Waukena in Q4 2013.
Expand to additional locations.		IP	
Objective E: Support project based learning in schools to demonstrate the positive role that clean energy can play in improving air quality and reducing greenhouse gas emissions.			
Pursue and secure grant funding to develop school programs.		W	
Goal 3: Advance energy self sufficiency and grow the economy through development of clean, renewable technologies.			

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ENERGY WORK GROUP - SJVCEO (Energy-SJVCEO)

Supporting Organizations:

California State University, Fresno, Paul Johnson and Associates, San Joaquin Valley Clean Energy Organization

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective A: Work with state agencies to explore and demonstrate innovative approaches to increase use of renewable energy, including trading of net metering credits, streamlining the requirement for interconnection to the grid, and structuring incentives for renewable energy production.		IP	Strategic Energy Innovations and Optony wrapped up work on the Southwest Solar Transformation Initiative (SSTI) during the quarter. The SSTI Team is pursing funding from multiple sources to continue and expand solar road mapping and aggregation efforts in the Valley initiated under the SSTI.
Assess and rank opportunities.			
Develop and introduce new approaches.			
Objective E: Implement community choice energy aggregation projects.		NP	
Provide technical assistance to KCRD and participating government entities on clean energy as needed.			
Goal 5: Promote the region as an international leader for clean energy research, development, and use.		IP	
Objective A: Work with economic development agencies at local, state, and federal levels to incubate, grow and attract clean energy companies.		IP	
Work with economic development organizations to develop a database of clean energy companies in the Valley.			
Serve as a clearinghouse of information on clean energy companies.		C	Through the C6 grant the SJVCEO has created a web-based, interactive map that displays clean energy employers in the eight counties, as well as employment opportunities with those employers. SJVCEO staff has focused early efforts on efficiency and solar employers, but intends to grow the map as training opportunities at our community colleges grows.
Objective B: Work with community colleges, trade unions and Workforce Investment Boards to ensure that there is an adequately trained workforce for the clean energy industry.		IP	SJVCEO continues work on the C6 grant project with our ten partner community colleges.

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ENERGY WORK GROUP - SJVCEO (Energy-SJVCEO)

Supporting Organizations:

California State University, Fresno, Paul Johnson and Associates, San Joaquin Valley Clean Energy Organization

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Begin an inventory of clean energy training programs offered around the country.		C	Under the 2009-2012 WIA program the SJVCEO assessed clean energy training opportunities. Based on that information the SJVCEO and community colleges identified definite gaps and recognized an opportunity for CTE training through the colleges using the C6 project funds. The C6 Jobs Opportunity Map additionally identifies clean energy training partners in the region.
Advocate for the development of additional training capacity for clean energy jobs.		IP	SJVCEO began conversations to develop a hands on training program collaborative utilizing AB39 dollars. The goal is to have C6 colleges aggregate AB39 funding to optimize retrofit opportunities that incorporate on campus hands on training in EE and generation projects.
Objective D: Develop and implement innovative cutting-edge clean energy demonstration projects.			
Conduct outreach to universities, labs, CEC, DOE and research facilities.			
Convene meetings with universities, labs, CEC, DOE and research facilities to develop research partnerships and funding.			
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter		IP	
New funds leveraged during the quarter.		IP	The SJVCEO joined in on a WIB RICO grant application with the Office of Community and Economic Development, CSUF

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HIGHER EDUCATION & WORKFORCE DEVELOPMENT WORK GROUP - HIGHER EDUCATION
Lead Agency: Central Valley Higher Education Consortium

ACTIONS	STATUS	2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Provide services to 1,000 targeted students	C	This goal is fully completed.
Goal 2: Provide counseling, career coaching, and academic planning.	C	This goal is fully completed.
Goal 3: Ensure students receive academic assessment plans and understand their interest areas and potential.	C	This goal is fully completed.
Goal 4: Direct assistance to students with college applications	C	This goal is fully completed.
Goal 5: Increase college enrollments	C	This goal is fully completed.
Goal 6: Monitoring and Evaluation	C	This goal is fully completed.

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NP = No Progress
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HIGHER EDUCATION & WORKFORCE DEVELOPMENT WORK GROUP - HIGHER EDUCATION
Lead Agency: Central Valley Higher Education Consortium

ACTIONS	STATUS	2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 7: Develop a college-going culture in the San Joaquin Valley	C IP	This goal is ongoing and part of the CVHEC mission. Thus efforts continue, and previous reports are accurate. The CVHEC website is being changed and updated to ensure that timely and accurate information regarding higher education opportunities is easily available. A strategic planning retreat has been planned for Fall 2013 to assess current progress, validate the organizational mission, and develop/update the strategic plan.
Objective A: Improving educational access	C IP	Website updates will ensure that access continues to be a main focus of CVHEC. The strategic planning retreat described above will reinforce and validate the commitment to access.
Objective B: Increase availability of financial aid information	C IP	Website updates will ensure that accurate links to member college's accurate financial aid information are available. The strategic planning retreat described above will reinforce and validate the commitment to providing financial aid information.
Objective C: Organizational Development	C IP	An assistant director was hired in February 2013 to assist with the day-to-day operation, as well as the CEPF & DOL grant projects, and on-going activities. The hours of support staff have been increased. These staffing changes will allow CVHEC to pursue additional funding opportunities and appropriate new projects.
Objective D: Continue building and maintaining an effective governing board.	C IP	Meetings of the Executive Committee and the Board of Directors are held as per the organization's bylaws.
Objective E: Strategic Plan: Implementation and refinement	IP	The current strategic plan is in the process of being evaluated to determine progress. A strategic planning retreat has been scheduled for Fall 2013 to review current progress and developed a new strategic plan.

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HIGHER EDUCATION & WORKFORCE DEVELOPMENT WORK GROUP - HIGHER EDUCATION

Lead Agency: Central Valley Higher Education Consortium

ACTIONS	STATUS	2013 2ND QUARTER (Apr 1 - Jun 30)
Objective F: Sustainability	C IP	The expansion of CVHEC staff will enable the organization to pursue additional funds, as well as engage in additional activities and projects.

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NP = No Progress
W = WIA Grant

HIGHER EDUCATION & WORKFORCE DEVELOPMENT WORK GROUP - WORKFORCE DEVELOPMENT

Supporting Organizations:

Office of Community and Economic Development, Central California Workforce Collaborative

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Create a demand-driven workforce investment system that supports target clusters.	☐		
Objective A: Align workforce development resources to support target industry clusters.			
Target clusters have been adopted. Ensure follow up by WIBs and CCs.		IP	Meetings have been held in both Stanislaus and Kern/Inyo/Mono counties with their respective WIBs and the building trades unions representing the majority of workers on public infrastructure projects in those locales. Template contracts and assessment process was developed by the Fresno WIB and they are being modified for implementation in Stanislaus and Kern/Inyo/Mono. Relatedly, Central Valley WIBs not initially participating in the Central Valley Infrastructure Employment Project grant have been afforded an opportunity to "buy-in" by adding seats to our already established grant with the grant funding providing a one-for-one match.
Objective B: Occupational analysis of key jobs in target industries.			
Secure the available $1 million to support this and other actions.		IP	
Objective C: Web-based inventory of vocational training and "gap analysis."			
Objective D: Regionwide business intelligence tool.		IP	Executive Pulse continues to be used by CCWC partners as well as education and economic development partners across the region
Objective F: Address workforce supply on a regional basis.		C	
Develop consensus among WIBs and CCs about process for establishing a regionwide workforce ready certificate.		IP	
Promotion of San Joaquin Valley work ready certificate.		IP	Continued use of WorkKeys in collaboration with workforce readiness certificates

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HIGHER EDUCATION & WORKFORCE DEVELOPMENT WORK GROUP - WORKFORCE DEVELOPMENT

Supporting Organizations:

Office of Community and Economic Development, Central California Workforce Collaborative

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective G: Align career technical education with target industries.		IP	Public education partners in Kern/Inyo Mono and Stanislaus counties are being added to partner for the Central Valley Infrastructure Employment Project grant, especially in the areas of physical education, remedial math and vocational English as a second language.
Objective H: Establish the San Joaquin Valley Workforce Consortium.		C	
Objective I: Align the efforts of the San Joaquin Valley's economic development corporations, San Joaquin Valley Workforce Consortium, and Central Region Consortium.			
Provide support to WIBs as they develop an MOU that outlines parameters for the San Joaquin Valley Workforce Consortium.		IP	The SJVWC continues to cross-pollinate with community colleges and economic development corporations.
At least annually, convene strategic planning meetings with WIBs, community colleges and EDCs.			
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter		IP	
New funds leveraged during the quarter.			Fresno WIB was lead applicant in a $400,000 Veterans' Employment-Related Assistance Program grant that was awarded to Fresno, Madera and Kings counties to train returning veterans for jobs in the energy sector.

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PREK-12 EDUCATION WORK GROUP (PreK-12)
Lead Organization: Central Valley Educational Leadership Institute (CVELI),
California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Increase the achievement level of students, schools and school districts in the San Joaquin Valley.		IP	We began planning for the 2013-14 Exemplary Practices in Education Leadership Conference, which we will be holding in October. We secured keynote speakers Dr. Eric Mazur of Harvard speaking on Interactive Instruction/ Flipped Classrooms, and Dr. Mariale Hardiman of Johns Hopkins speaking on Brain-Targeted Teaching. CVELi held it's End of the Year Event for the Rural Schools Network May 15, 2013.
Objective A: Implement a school and school district support system through county offices of education.		IP	Fresno County Office of Education representatives participate in the conference planning committee and coordinate with the other county offices. CVELI also works with the Merced, Fresno and Kern county offices for the CVELI rural network.
Organize regular PreK-12 Work Group meetings involving eight county superintendents and Partnership representatives.		C	
Gather information on achievement gap.			
Objective B: Implement a curricular and instructional program to ensure all children are able to read at or above grade level.		IP	The focus of this objective is on professional development for educational leaders and preschool/kindergarten preparedness.
Focus all meetings, discussions, programs and services on ways to close the achievement gap in Valley schools. See program descriptions below.		IP	The emphasis continued with the annual EPC.
Expand the discussion to include Pre-Kindergarten in all facets of the work plan as feasible.		IP	Michele Cantwell-Copher from FCOE, continues on the conference planning committee, targeting early childhood leaders.
Gather information about availability and quality of preschool programs in the region and conduct a conference related to preschool programs in the region		C	
Objective C: Provide school choice, intra-district and inter-district options consistent with state and federal law.		C	

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PREK-12 EDUCATION WORK GROUP (PreK-12)
Lead Organization: Central Valley Educational Leadership Institute (CVELI),
California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Legal issues workshops on school choice and other timely issues.			
Objective D: Establish an executive leadership academy to train principals of low-performing schools in "turn-around" educational and management services.		c	This quarter, CVELI continued to work with 20 rural school districts throught their Rural Network due to the financial support of FCOE, Lozano Smith and the California Endowment. CVELI facilitators lead Instructional Rounds as another effective strategy to collect data through observations and incorporate that into planning for next levels of work in the districts using IR as a improvement tool. CVELI is also in its third year of a Middle Leaders program with 65 participants in 2012-13. Participants commit to a two-year 10-session program.
Expand Springboard (now Pivot Learning Partners) leadership development programs from 13 districts to 25 districts in the San Joaquin Valley.		c	
Expansion of Superintendent staff development from 3 counties to 8 counties.		c	
Expand Best Practice Institutes.		IP	We continue to plan for the next Exemplary Practices in Education conference slated for Oct. 17, 2013.
Establishment of the Superintendents Leadership Network.		IP	This is now referred to as the Rural Schools Network with 20 participating superintendents from 4 counties.
Expand and continue English Learner Leadership Academy as developed under the SEED Grant.		c	
Lead by the Fresno County Office of Education, develop a long-range (10 year?) regional plan to address needs of English Learners		c	

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PREK-12 EDUCATION WORK GROUP (PreK-12)
Lead Organization: Central Valley Educational Leadership Institute (CVELI),
California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective F: Coordinate and communicate regional positions regarding state and/or federal school reform.			
Write a resolution to accept and recommend goals defined by Governor's reform initiatives.			
Write a position "white" paper on alignment of state and federal standards.			
Goal 2: Develop a college-going culture in the San Joaquin Valley.			
Objective A: Support collaborations between school districts and the community colleges, CSU and UC systems.			
Objective B: Increase the rate of high school graduates completing courses for college admission.			
Serve as liaison between PreK-12 Work Group and Central Valley Higher Education Consortium to help implement CVHEC action plan.			
Disseminate curricula and success stories developed from existing school, community college, university collaboratives.			
Develop a regional plan and pilot project concept proposal to enhance the college going culture.			
Align academic options for higher education with career/technology education options leading to greater post secondary opportunities for students in the region.			
Goal 3: Implement a computer literacy initiative for K-12 students aligned with community college curriculum and/or business criteria/ workforce assessments.			
Disseminate information on AALF programs through work group and Superintendents Leadership Network.			April 18, 2013, CVELI held a special workshop for 35 educational leaders on 21st Century Classroom Leadership held in the new demonstration classroom at the Kremen School of Education.
As requested, develop time lines, staff development programs, and funding plans for one-to-one computing.			The April 18 event brought in Distinguished Apple Educators to demonstrate 1 to 1 practices and instructional strategies

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PREK-12 EDUCATION WORK GROUP (PreK-12)
Lead Organization: Central Valley Educational Leadership Institute (CVELI),
California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Identify unique and/or exemplary technology projects in the region.			Incorporated in the event were leaders from Fresno State, Fresno County Office of Ed and Corcoran Unified and teachers and students from Minerets High School
Goal 5: Align career technical education to target industry clusters.			
Develop and review curricula and programs that support target clusters.			
Disseminate curriculum and information about exemplary programs through PreK-12 Work Group, Superintendents Leadership Network and Higher Education & Workforce Development Work Group.			
Goal 7: Examine data systems to meet needs of districts and higher education institutions in the region to enhance data collection, transference of information across institutions and more adequately monitor PreK-16 student achievement/progress.		IP	Fresno Area Strive began the common assessments of all kindergarteners last fall at the four Fresno area districts: Fresno Unified, Clovis Unified, Central Unified and Sanger Unified. They published their first community-wide (4 district) baseline report utilizing indicators spanning from birth through career in April.
Develop a plan to access and implement a data collection system to better meet needs of educational institutions at all levels in the region.		IP	This is a project of the Compact's Fresno Area Strive collaboration. For the baseline report, see: http://fresnocompact.com/strive.html
Challenges/Problems/Bottlenecks/Feedback encounted during the quarter			With the passage of Prop 30, California's public schools and colleges have experienced an improvement in the climate of the financial crisis. With the forthcoming implementation of the California Common Core State Standards (CCSS) to begin in 2014, schools are facing additional stress to develop curriculum, assessments and technology to support the transition. It should be noted that CCSS will address many of the original goals and objectives of the PreK-12 plan including: goal 1 Obj F incorporating state and federal school reforms, goal 3 incorporating computer literacy in schools, and focusing on practical application and problem solving relevant to careers (similar to goal 5).

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PREK-12 EDUCATION WORK GROUP (PreK-12)

Lead Organization: Central Valley Educational Leadership Institute (CVELI), California State University, Fresno

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
New funds leveraged during the quarter.			With the retirement of CSUF President, Dr. John Welty, CVELI was designated as the recipient of gifts in Dr. Welty's honor to the university. Those gifts will go into an endowment fund to ultimately pay for a full-time director.

C = Completed
IP = In Progress
NP = No Progress

SUSTAINABLE COMMUNITIES (SC)

Lead Agency: San Joaquin Valley Regional Policy Council

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Improve goods movement capacity within the region while increasing mobility and traffic safety, decreasing congestion, improving air quality, and promoting economic development.	☐		
Objective A: Increase benefits to the San Joaquin Valley from goods movement through a "goods movement enhancement system" specific to the region.			
Engage work group in efforts by Business, Transportation and Housing Agency (BTH) and CALEPA to develop the San Joaquin Valley Regional Goods Movement Action Plan.		IP	Staff continues to participate in planning activities related to Regional Goods Movement Plan.
Objective B: Accommodate current and future goods movement needs while improving air quality and economic prosperity.			
Working through BTH, analysis of projects to augment goods movement will be conducted.		IP	CS continues its work to prepare a goods movement study for the SJV.
Identification of subgroup of interested stakeholders to identity and prioritize issues and projects to improve goods movement.		IP	Through the public meeting process, SC continues to collect suggested stakeholders to participate in future discussions
Goal 2: Foster regional consensus to support development and implementation of the Regional Blueprint Plan.			
Objective A: Assist development of regional consensus on values, goals, strategies and guidelines for the Regional Blueprint Plan.			
Coordinate with 8 Councils of Government (COGs) in the region to support Blueprint as the vehicle for achieving land use, transportation and air quality.		C	No Action - Completed
Objective B: Develop a high-value parks and open space strategy.			
Coordinate with 8 COGs through the Blueprint, engage community groups and conservation interests.		C	No Action - Completed
Goal 3: Determine requisite regional infrastructure and funding strategies to support implementation of the Regional Blueprint Plan.			
Objective A: Develop and implement a plan for the provision of regional infrastructure.			
Based on adapted Blueprint, assess regional infrastructure needs.		IP	Ongoing

C = Completed
IP = In Progress
NP = No Progress

SUSTAINABLE COMMUNITIES (SC)

Lead Agency: San Joaquin Valley Regional Policy Council

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective B: Develop and implement a process for monitoring the performance and adequacy of regional infrastructure and determining future needs.			
Develop an integrated process/forum through COGs to discuss regional infrastructure.		IP	COG Directors continue to meet monthly.
Goal 4: Implement a Route 99 Corridor Master Plan for the 274-mile section within the San Joaquin Valley as a leading economic development strategy.			
Objective A: Improve Highway 99 to freeway standards to increase safety.			
Promote adoption of resolutions supporting the Master Plan for Route 99, by counties and cities along the Highway 99 corridor.			No further action will be taken
Work with Caltrans and the Council of Governments (COGs) to work toward implementation schedule for projects and additional funding.		IP	COG Directors continue to work on projects for potential funding from 99 bond savings
Objective B: Increase Highway 99 capacity which will result in improved mobility and reduced congestion while protecting environmental resources and fostering economic vitality.			
Work with Caltrans on progress of interstate negotiation.			No further action will be taken.
Monitor development of report on funding needs and financing approaches for Master Plan implementation.			
Objective C: Create a San Joaquin Valley Route 99 Corridor identity.			
Provide oversight, input and act a catalyst to move forward recommendations.		NP	No progress
Objective D: Build an ongoing coalition of civic leaders to support improvements to the Highway 99 corridor.			
Convene working sessions of Highway 99 Master Plan Advisory Committee to support Master Plan implementation.		NP	No progress
Provide educational opportunities for elected officials and staff on benefits of corridor-adjacent land use policies.			
Goal 5: Improve safety and capacity of vital east-west corridors. *(Assumes timing of Blueprint work is conducive to proposed action items according to the schedule outlined in the Partnership Strategic Action Plan)*			
Objective A: Support construction projects to improve safety and capacity of vital east-west corridors.			
Work with COGs and Blueprint Regional Advisory Committee (BRAC) to discuss potential safety and capacity improvements vital east-west corridors.		IP	East-West corridor improvements are being reviewed and included in the CS goods movement study
Work with Transportation Work Group to assist Caltrans in development of East-West Corridor Plan.		IP	Efforts are ongoing.

C = Completed
IP = In Progress
NP = No Progress

SUSTAINABLE COMMUNITIES (SC)

Lead Agency: San Joaquin Valley Regional Policy Council

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Objective B: Incorporate plans for improving east-west corridors into Regional Blueprint Plan.			
With COGs, Work Group will develop appropriate east-west corridor land use patterns to address Blueprint land use goals.		IP	East-west corridors are included in final draft SJV Interregional Goods Movement Plan, scheduled for acceptance in the summer of 2013.
Goal 6: Develop a sustainable regionwide transit system.			
Objective A: Implement a comprehensive and efficient alternative transportation system for intra-regional and inter-regional passenger trips.			
Engagement of COGs and Caltrans in planning process for development of a comprehensive and interoperable transit system.		IP	JPA is formed to implement AB 1779.and take on management of
Goal 7: Transform roadside rest stops into user-friendly amenities that benefit the overall region and host communities.			
Objective A: Improve roadside rest stops amenities and facilities to benefit user safety, facilitate tourism, and educate users about the environment and local communities.			
Monitor BTH progress on regulatory challenges regarding designer selection, commercial activity, and interagency partnerships.			No action
Goal 8: Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.			
Objective A: Encourage the Regional Blueprint Plan process to integrate land use and transportation planning to improve mobility.			
Development of methodology and evaluation of impacts on mobility from alternative land use patterns and policies.		C	Completed
Objective B: Incorporate into regional transportation plans those actions that support and encourage implementation of the Regional Blueprint Plan.			
Work with Caltrans to ensure COGs and local governments have assistance in incorporating complimentary land use and transportation plans into the Blueprint.		IP	Ongoing
Goal 9: Improve understanding by public officials and public of the relationship between investments in transportation improvements and economic development.			
Objective A: Develop and implement a system for tracking economic development that results from investments in transportation improvements.			
Design and organize “Transportation: A Cornerstone of the Economy” workshop and identify “volunteer” communities for implementation.			No action will be taken

C = Completed
IP = In Progress
NP = No Progress

SUSTAINABLE COMMUNITIES (SC)

Lead Agency: San Joaquin Valley Regional Policy Council

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 10: Implement "intelligent transportation system" (ITS) technologies to assist the region in achieving mobility goals.			
Caltrans and/or COG representative will provide status report to Work group on San Joaquin Valley ITS Strategic Deployment Plan.		IP	In Progress
Goal 11: Assure a high-speed rail system supports the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals.			
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the state in meeting transportation goals.			
Goal 12: Promote adoption of community design guidelines that will ensure strong neighborhoods, improve mobility, improve air quality, increase energy efficiency in buildings and increase infrastructure cost-effectiveness through land use.			
Objective A: Increase the overall average density of new development.			
Blueprint to adopt framework for development including density average goals.		C	Framework adopted
Blueprint - local planners review zoning issues.			Valley-wide Blueprint Integration grant Completed. Blueprint Planners Toolkit is an ongoing resource to local planners.
Objective D: Study and adopt a strategic concept for accommodating new growth by encouraging communities with the necessary elements and constraints to be cost-effective and self-sufficient in achieving the overall goals and objectives.			
Research optimal (minimum) size of communities for fiscal and economic self-sufficiency.		C	IMPACS training completed for Valley COGs
Goal 13: Improve the planning and development process to be consistent with the Regional Blueprint Plan and provide incentives for smart growth.			
Objective A: Improve the sharing, access and use of planning and environmental resource data among state, COGs, local governments, business organizations, environmental groups, other stakeholders and the public for more informed decision-making.			
Distribute open space and valuable land maps to interested parties, COG planners and GIS modelers.		IP	Greenprint activities continue.
Goal 14: Develop a long-range strategy for agriculture in the San Joaquin Valley that ensures its viability and sustainability.			
Objective A: Develop a long range plan to maintain the viability of agriculture in the region.			
CDFA to research and propose an AG Plan for the region.			No Action
Objective B: Minimize the proliferation of ranchette development on farmland.			

C = Completed
IP = In Progress
NP = No Progress

SUSTAINABLE COMMUNITIES (SC)

Lead Agency: San Joaquin Valley Regional Policy Council

ACTIONS	STATUS		2013 2ND QUARTER (Apr 1 - Jun 30)
COGs Model projects of alternative land use scenarios.		IP	Ongoing
Objective C: Reduce the loss of farmland attributable to General Plan amendments.			
Work with COGs and Blueprint and legislature to consider "no net loss" policies.			No action
Goal 15: Valley COGs to develop improved modeling capacities to address requisites of SB 375 and Sustainable Communities legislation			
Objective A: Define a scope of work to accomplish improved modeling tasks			
Objective B: Develop a Valleywide Model Improvement Program based on identified task list			
Goal 16: Identify legislative and regulatory changes necessary to facilitate the implementation of the adopted goals and strategies			
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the state in meeting transportation goals			

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

WATER WORK GROUP (WWG)

Lead Organization: California Water Institute, California State University, Fresno

ACTIONS	2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 1: Develop and implement an integrated San Joaquin Valley Regional Water Plan.	Completed 4Q 2009
Objective A: Develop San Joaquin Valley Regional Water Plan (management, technical and administrative support for plan development).	
Quarterly meetings for Regional Water Plan Leadership and respective work groups.	
Converge plan development efforts with other local, state and federal allied agencies. DWR, SWRCB, Corps, Bureau and others.	Met with Governor's office and Natural Resource Agency Secretary and Deputy to outline 12 County Water Work Group efforts and need for integrated action plan for SJV in concert with Bay-Delta implementation plans
Goal 2: Incorporate major levee enhancements in San Joaquin Valley river and tributary system and the Sacramento –San Joaquin Delta to safeguard regional water quality and quantity and provide for flood control.	
Objective A: Significantly improve San Joaquin, Merced, Kings, Kaweah, Tule and Kern Rivers' and tributaries' and other Valley drainage systems' levee integrity to assist communities in meeting 100 year plus flood protection standards and FEMA levee certification standards.	
Quarterly liaison meetings with major San Joaquin Valley flood protection agencies, DWR & Corps.	
Objective B: Significantly improve Sacramento-San Joaquin Delta levee system integrity.	
Quarterly liaison meetings with Delta interests to insure progress on improving levee system integrity.	
Goal 3: Augment surface, groundwater banking and recycled water projects in the San Joaquin Valley.	
Quarterly liaison meetings with DWR, Bureau, DFG & project proponents on progress of San Joaquin Basin project.	
Objective B: Actively support and promote six conjunctive-use projects that can be commissioned or enhanced by 2017.	
Bi-annual liaison meetings with conjunctive use project proponents and agencies on progress.	
Objective C: Develop recycled and inland brackish water projects.	Final report completed for New Jerusalem Drainage District brackish water recycling and management project.
Bi-annual liaison meetings with project proponents and DWR on progress.	

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

WATER WORK GROUP (WWG)

Lead Organization: California Water Institute, California State University, Fresno

ACTIONS	2013 2ND QUARTER (Apr 1 - Jun 30)
Goal 4: Improve water quality and expand salinity management infrastructure development.	
Objective A: Develop a Salinity Management Plan to be implemented as an update to the San Joaquin and Tulare Lake Basin Plans.	
CWI will work proactively with agencies, Water Boards, and public to lay groundwork for development of a Salinity Management Commission.	
Objective B: Ensure all communities in San Joaquin Valley have adequate sanitary sewage disposal facilities; proactively site, permit, finance, construct and commission five (5) regional wastewater treatment plants.	
Quarterly liaison meetings with wastewater treatment agencies (WWTA's)and project proponents to ensure progress.	
Objective C: Ensure all communities in San Joaquin Valley provide water that meets state and federal drinking water standards.	
Goal 5: Promote riparian environmental restoration.	
Objective A: Develop San Joaquin Valley ecosystem restoration plan. (Coordinate with Economic Development Work Group to advance tourism component of strategic Action Plan)	
CWI will serve in a liaison role to work with local interests in the development of sustainable riparian corridor restoration plans throughout the San Joaquin Valley.	
Objective B.1: Restoration; San Joaquin River restoration.	
Objective B.2: Water Management: San Joaquin River restoration.	
CWI will serve in a liaison and support role between the Partnership Water Work Group, the Board and restoration groups as the terms of the Settlement are worked out and implemented by NRDC and Friant Water Users Authority	
Goal 6: Expand agricultural and urban water-use and energy efficiency programs.	
Objective A: Cost-effective, results-oriented, agricultural water use and energy efficiency diagnostic, repair, retrofit and education programs.	

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

WATER WORK GROUP (WWG)

Lead Organization: California Water Institute, California State University, Fresno

ACTIONS	2013 2ND QUARTER (Apr 1 - Jun 30)
CWI will work with its sister entity, International Center for Water Technology at California State University Fresno, state agencies utilities and local energy partnerships to proactively forge the water-energy connection in agriculture, and with water agencies, in the implementation of California public policy.	
Objective B: Cost-effective, results-oriented, urban water use and energy efficiency diagnostic, repair, retrofit and education programs.	
CWI will work with ICWT and allied water-energy conservation specifically the California Urban Water Conservation Council CUWCC, to proactively forge the water-energy connection in urban water use and energy efficiency programs to steward these two valuable resources throughout the San Joaquin Valley.	
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter	
New funds leveraged during the quarter.	

Regional Industry Clusters of Opportunity - Alternative Fuels and Vehicles

QUICK FACTS

Participating Regions

Orange and Los Angeles Counties

Project Focus: Promoting growth in the alternative fuels and advanced transportation sector through increased regional, inter-organization and industry collaboration and alignment on sector development strategy and workforce.

Lead Organization: Orange County Workforce Investment Board

Technical Assistance Team Contact Information

Lead Contact: Janine Kaiser
650-393-7843
kaiser@coecon.com

Senior Advisor: John Melville
650-393-7835
melville@coecon.com

Sacramento Region

Project Focus: Increasing renewable natural gas (waste-to-gas) activity and electrical vehicle employment readiness in the six-county Sacramento Region.

Lead Organization: Sacramento Employment and Training Agency/Sacramento Works, Inc.

San Diego and Imperial Counties

Project Focus: Expanding the biofuels cluster by removing barriers to deployment of commercialization facilities, and increasing economic and workforce linkages in the region.

Lead Organization: CleanTECH San Diego

San Joaquin Valley

Project Focus: Advancing and supporting industry-specific partnerships and career pathways throughout the eight-county San Joaquin Valley in alternative motor vehicles and fuels.

Lead Organization: Fresno State Office of Community and Economic Development

Silicon Valley

Project Focus: Accelerating growth of the electric vehicle cluster.

Lead Organization: NOVA Workforce Board

General Project Timeline

These dates offer a general guide to the timing of the regional clusters of opportunity process, but are flexible. The stages listed are excerpts from the RFP, please consult the original RFP for details.

Action Clinics will involve all five regional teams (with about five people from each regional team attending), the Technical Assistance team, representatives from the CA Workforce Investment Board, Energy Commission, and others as needed.

July - September 2013	**Stage 1.** *Clusters of Opportunity Diagnosis:* Collaborative Economics and the regional team will work together to develop a regional diagnostic package of relevant research and analyses, to increase understanding of the region's economic and workforce opportunities in the alternative fuels and vehicles cluster. • ***Action Clinic #1 in Sacramento - September 2013***
October 2013 - March 2014	**Stage 2.** *Collaborative Priority-Setting:* Regional teams design and implement a collaborative cluster engagement process, in which they identify, invite, and host employers in cluster meetings to develop the Industry Sector Partnership. Meetings are designed to elicit (1) priority opportunities for cluster growth, (2) priority requirements to capitalize on those opportunities (both workforce and economic development related), and (3) employer "champions" who will work with community partners to design and implement a cluster investment strategy and sustainability plan. • ***Action Clinic #2 in Sacramento - January 2014*** • ***Site Visits by Technical Assistance team - #1 November 2013 and #2 March 2014 (or as needed)***
April - July 2014	**Stage 3.** *Cluster of Opportunity Investment Strategy:* The Industry Sector Partnership will identify and connect specific investments and commitments of local, state, and federal government partners, as well as private firms, industry associations, non-profit partners, private foundation partners, and others to advance the competitive position of regionally targeted clusters of opportunity. This activity should produce a cluster investment strategy with specific organizational commitments and champions organized around shared cluster priorities, which should be aligned with regional resources to form career pathways in alternative fuel and vehicle technology industries. • ***Action Clinic #3 in Sacramento - May 2014*** • ***Site visit #3 by Technical Assistance team if needed***
August - December 2014	**Stage 4.** *Sustainable Implementation:* The Industry Sector Partnership will develop the support for long-term sustainability and growth, which should produce a set of broader organizational and policy changes to sustain and expand regional cluster of opportunity strategies, as well as a lasting mechanism to support ongoing collaboration among all the partners. Regional teams will produce an action plan, including a *cluster investment strategy* and *sustainability plan,* to be approved by the State Board. Regions are expected to begin implementation before the grant period ends on December 31, 2014. • ***Showcase event in Sacramento - September 2014***

STATE USE ONLY	Exhibit A
Subgrant Number	
Project Number	
Initial Plan	
Modification Date	Month/year

Organization Name: California State University, Fresno Foundation

REGIONAL INDUSTRY CLUSTERS OF OPPORTUNITY II

Proposal Narrative Form

Section I – Statement of Need

1. *Describe the targeted region and why it was selected.*

The San Joaquin Valley (SJV) stretches 27,515.4 square miles across the southern end of California's Central Valley and includes the 8 Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare. Despite being home to a region whose total agricultural commodity value was $56.6 billion[1] in 2010, the SJV continues to be characterized by some of the nation's highest rates of unemployment (13.4 percent) and poverty (20.7 percent)[2]. Its dismal socio-economic conditions have earned the SJV the moniker of "The Appalachia of the West."

Residents of the SJV travel more miles per year in their vehicles (5,026) than anywhere else in California[3]. This has contributed to the region having 4 of the nation's top 5 metropolitan areas with the highest levels of air pollution[4]. In 2011, the SJV exceeded state 8-hour ozone standards on 131 days; 6 more days than the Greater Los Angeles Air Basin[5]. As a result of poor air quality, 17.3 percent of the region's total population had been diagnosed with asthma in 2009[6]. In a region where a reduction in CO^2 emissions is desperately needed, it makes sense to develop an ecosystem that supports the growth of a clean transportation industry cluster that will promote and incentivize the adoption of plug-in hybrid electric and compressed natural gas vehicles.

2. *If possible, describe the Alternative and Renewable Fuel and Vehicle Technology (ARFVT) regional cluster of opportunity that will be targeted. Demonstrate how this regional cluster was selected including employer and industry involvement and how it will contribute to the economic recovery and stability of the region. Cite sources of data.*

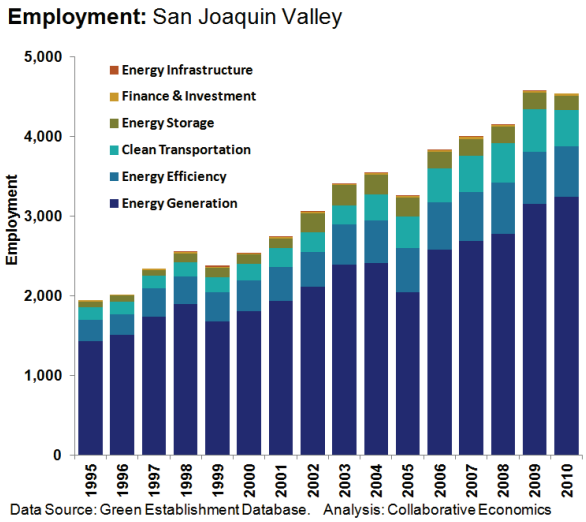
Clean transportation is one of the 7 growth sectors that have been identified as drivers of California's clean and efficient economy. This project will focus on developing two segments of the clean transportation sector in the SJV: motor vehicles and equipment (i.e. advanced technology vehicles) and alternative fuels (i.e. alternative fuel infrastructure). These two segments of the clean transportation sector were selected by Regional Network partners because of the existing infrastructure that is present in the

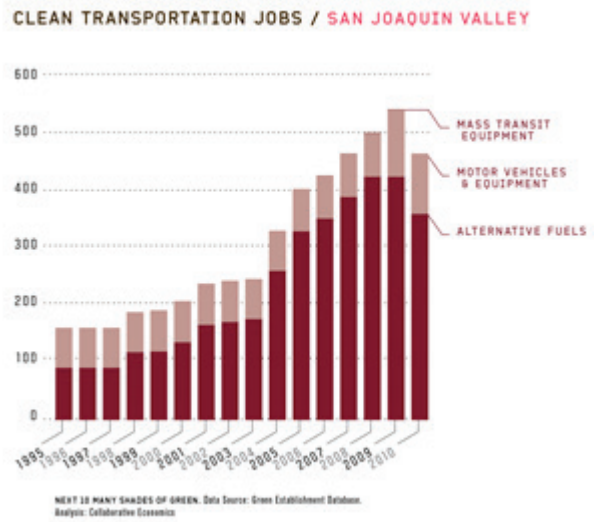
[1] San Joaquin Valley Regional Industry Cluster Analysis and Action Plan, 2012.
[2] U.S. Census Bureau, American Community Survey, 2010.
[3] California Department of Transportation, 2011.
[4] American Lung Association, State of the Air, 2013.
[5] California Air Resources Board, 2011.
[6] California Health Interview Survey, 2009.

regional; particularly in Kern County. The emerging clean transportation industry in the SJV has the potential of generating jobs that will curtail chronic unemployment and poverty, but also infusing the region with investment capital that will promote the growth of a high-skill, innovative economy.

3. Using supported data and analysis, describe the current and projected employment opportunities in the regional cluster and the skills gap between what is needed by the cluster and the skill levels of the labor force. If possible, provide number of jobs available in the targeted regional cluster.

Analyses conducted by Collaborative Economics, and published on various reports; reveal that employment in the clean transportation sector nearly tripled from 1995 to 2010, despite a contraction of 14 percent between 2009 and 2010[7]. Despite the contraction, clean transportation sub-segments experienced large gains since 1995. Alternative fuel employment represents over three-quarters of clean transportation employment in the SJV and grew 294 percent from 1995 to 2010. Jobs in motor vehicles and equipment expanded by 51 percent since 1995[8]. Furthermore, a 2013 study by Next 10 revealed an 11 percent increase in employment within the SJV's clean transportation industry from January 2010 to January 2011[9]. Additional workforce training and career pathway programs are needed to address the growing industry.





4. If data analysis has not yet been done for the region, describe the need to do so and how the information will help in understanding the region's transforming economy.

The 2012 San Joaquin Valley Regional Industry Cluster Analysis and Action Plan provided aggregate data analysis for the region's industry clusters, including the energy cluster. More data-driven analysis, however, is need on the various segments and sub-segments within the region's energy cluster, such as clean transportation and alternative fuels. Disaggregated energy cluster data analysis needs to quantify the size of industry segments in each SJV county, identify employers, forecast employment

[7] Seven Growth Sectors Driving California's Clean and Efficient Economy, Collaborative Economics, 2012.
[8] Many Shades of Green, Next 10, 2012.
[9] California Green Innovation Index, Next 10, 2013.

trends, isolate workforce skill gaps, link existing infrastructure components, examine growth opportunities, and evaluate the amount of additional capital needed to sustain the expansion of the industry's components.

Section II – Proposed Objectives and Activities

1. *Describe how the applicant will implement the continuum of activities (i.e. Cluster of Opportunities Diagnosis; Collaborative Priority-Setting; Cluster of Opportunity Investment Strategy, and Sustainable Implementation.*

Diagnosis: In 2012, the Office of Community and Economic Development at Fresno State (OCED) commissioned the San Joaquin Valley Regional Industry Cluster Analysis and Action Plan. The study included aggregate research and analysis of the SJV's energy cluster, and essentially began the diagnostic process for the region's clean transportation cluster. In conjunction with the RICO contractor provided by the State Board, OCED will add to the body of knowledge by conducting a regional diagnostic that will include quantitative cluster research (i.e. employment, establishments, and investment), qualitative value chain analysis, analysis of cluster occupational categories and skill-set requirements, and analysis of related tasks that will develop the Regional Network's understanding of the clean transportation cluster's growth opportunities. OCED will leverage its relationship with various Regional Network partners to gather additional quantitative and qualitative data to supplement its diagnostic process.

Collaborative Priority-Setting: This second stage of the region's clean transportation cluster strategic development will consist of a robust engagement process that will leverage existing relationships among Regional Network partners. During this process, OCED will engage clean transportation industry employers and community stakeholders to identify shared priorities. OCED will convene 3 sub-regional meetings; in the north (i.e. Modesto), central (i.e. Fresno) and south (i.e. Bakersfield) areas of the SJV to encourage geographic representation in the priority-setting process. The result will be the formation of an Industry Sector Partnership that will guide the clean transportation Cluster Investment Strategy and Sustainability Plan.

OCED will use existing platforms, such as the Clean Energy Cluster, to convene meetings that will elicit 1) priority opportunities for clean transportation cluster growth; 2) priority requirements to capitalize on growth opportunities (both workforce and economic development related); and 3) identify employers who will serve as clean transportation "champions" and work with Regional Network partners to design and implement a clean transportation cluster investment strategy and sustainability plan as members of an Industry Sector Partnership.

The Clean Energy Cluster, for example, will facilitate membership's participation in the priority-setting process by connecting OCED and other Regional Network partners to clean transportation employers. Regional Network members' participation in Clean Energy Cluster meetings will yield input on clean transportation priorities.

OCED will also solicit clean transportation priority input from the San Joaquin Valley Clean Energy Organization (SJVCEO), particularly around workforce needs. SJVCEO serves as the lead in the PHEV Coordinating Council and Alternative and Clean Energy Committee that was formed by the Central California Community Colleges Committed to Change (C6) consortium; which is currently implementing high-quality training programs for individuals and alternative fuel industry partners in the SJV. In this role the SJVCEO has worked with community college faculty and administration as well as convened an ongoing panel of industry employers to address how community college students are trained and prepared to enter the alternative and clean energy workforce.

The Kern Economic Development Corporation (Kern EDC) will leverage its role as the convener of the Kern County Energy and Natural Resource Employer's Council, Alliance of Women in Energy, and annual Kern County Energy Summit to identify clean transportation members to engage in the priority-setting process. Kern EDC will also coordinate with its counterparts in other counties of the SJV to identify clean transportation employers that will participate in setting priorities for the regional industry.

The San Joaquin Valley Clean Cities Coalition (SJVCCC) will facilitate local jurisdiction input during the priority-setting process. SJVCCC is a designated U.S. Department of Energy Clean Cities Coalition advancing economic, environmental, and energy security by supporting local actions to reduce petroleum consumption in transportation. A national network of nearly 100 Clean Cities coalitions brings together stakeholders in the public and private sectors to deploy alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies.

Other Regional Network partners participating in the priority setting process include:

- California Community Colleges Central Region Consortium
- Central California Economic Development Corporation (7 SJV EDCs)
- Central California Workforce Collaborative (includes 8 SJV WIBs)
- San Joaquin Valley Regional Green Jobs Coalition
- San Joaquin Valley Regional Policy Council (8 SJV MPOs)
- Southern California Edison, Tulare Energy Education Center

Cluster Investment Strategy: Members of the Industry Sector Partnership, comprised of clean transportation cluster employers and community stakeholders, will leverage each other's resources around priority areas identified during the second stage of the clean transportation cluster development process. The Cluster Investment Strategy will be divided into two categories: economic development and workforce development. Members of the Industry Sector Partnership will commit and organize around shared cluster priorities in these two categories. Funding sources to support the implementation of cluster priorities will include those available in both the public (i.e. federal and state grants) and private (i.e. venture capital and foundations) sectors.

One half of the Cluster Investment Strategy will reflect economic development priorities that strengthen the business environment in the SJV for clean transportation market

demand, innovation, infrastructure, and policies that support the cluster's growth in the region. The second half of the Cluster Investment Strategy will reflect workforce development priorities that strengthen the cluster talent pipeline, by investing in career pathways and training programs that fill entry-, mid-, and higher-level workforce needs in the clean transportation industry.

Sustainable Implementation: The Industry Sector Partnership will develop a Cluster Sustainability Plan, with input from Regional Network partners, that will seed implementation of projects reflected in the Cluster Investment Strategy. Implemented projects will be those that demonstrate long-term sustainability, enable the growth of the clean transportation cluster in the SJV, and provide a lasting mechanism to support ongoing collaboration among all Regional Network partners.

Members of the Industry Sector Partnership, for example, will coordinate and leverage their resources to apply for a CEC Centers for Alternative Fuels and Advanced Vehicle Technology grant. This grant will require collaboration among 8 counties in Central California and will enable the development and demonstration of advanced technology vehicles, providing a neutral site for individual companies to collaborate on technology demonstrations, centralizing the attention of fleet managers that are interested in alternative fuels and advanced vehicles, and integrating vehicle technology as it is developed with workforce training efforts.

Another example will be expanding the coverage of the CA ETP-funded Alternative and Renewable Fuel and Vehicle Technology workforce training program at Kern Community College District. The workforce program is currently providing training for CNG vehicles and PEHV emergency first response. The program's multi-employer guidelines allow it the flexibility to offer its workforce training to employers throughout California. This presents a unique opportunity for other Regional Network partners to refer employers to a valuable workforce resource. Seeding the capacity for the Kern Community College District to deliver additional clean transportation workforce training will establish a lasting mechanism for ongoing regional collaboration in the SJV.

2. *Since the intent of the activities is sequential, the narrative must demonstrate how previous activities have been accomplished or will be accomplished.*

A diagnostic process, leveraging existing bodies of knowledge, will be conducted by OCED and a State Board-assigned RICO contractor. A priority-setting process will follow and leverage Regional Network partners to collect input on diagnostic findings from clean transportation industry employers and community stakeholders. During this process an Industry Sector Partnership will be formed to guide the development of the subsequent clean transportation Cluster Investment Strategy and Cluster Sustainability Plan. The Cluster Investment Strategy will reflect priorities identified in the previous cluster developmental stage, and categorize them as either economic or workforce development priorities. The fourth and final stage of the cluster development process will consist of seeding the implementation of projects identified in the Cluster Investment Strategy, and ensuring that those funded projects are represented in the Cluster Sustainability Plan that describes the long-lasting impact of implemented actions.

Section III – Outcomes

1. Describe the anticipated outcome(s) of the project activities.

The project will establish OCED as the "backbone" organization that will guide and sustain the collaboration of major regional economic and workforce development networks around the development of a clean transportation regional industry cluster of opportunity in the SJV. The Regional Network will advance and support industry-specific partnerships and career pathways in clean transportation. The Regional Network will be the mechanism to gather additional data from employers and community stakeholders that will supplement the cluster diagnostic process that will be conducted by OCED and the RICO contractor. The diagnostic process will yield a study containing quantitative and qualitative data that will guide the Regional Network during the clean transportation cluster priority-setting process.

During the priority-setting process for the clean transportation cluster, OCED will convene 3 sub-regional meetings to encourage geographic representation. An Industry Sector Partnership will be formed, consisting of workforce practitioners, clean transportation employers, labor organizations, regional non-profits, and community college representatives will be formed during this process. The Industry Sector Partnership will contain representation from all 8 counties of the SJV. One of its outcomes will be to prioritize the development of education and training curriculum and programs that meet business demands for skilled labor while establishing industry recognized credentials. A potential candidate to lead the Industry Sector Partnership is the SJVCEO, who has already begun to address clean transportation workforce preparedness and credentialing issues. If the Industry Sector Partnership identifies any policy or administrative barriers it will elevated to the Regional Network or State Board.

The Cluster Investment Strategy process will yield a white paper documenting projects in two categories (economic and workforce development) that were identified during the priority-setting process and will be considered for seed implementation by the Industry Sector Partnership, with input from Regional Network partners. An outcome of the Cluster Investment Strategy will be the submission of at least 2 funding proposals to both public and private funding sources to support implementation of priority projects.

The cluster implementation process will produce a Cluster Sustainability Plan that will be vetted with the State Board with input from Industry Sector Partnership and Regional Network members. This document will feature projects selected for seed funding and explain their impact on advancing the ecosystem for a regional clean transportation industry cluster. The Cluster Sustainability Plan will also outline other actions needed to further the sustainable growth of the cluster (i.e. infrastructure and venture capital).

A Regional Action Team will also be selected and will consist of 5 individuals who will broadly represent the Regional Network and include 1 clean transportation employer from the Industry Sector Partnership.

2. Describe how the project activities will be measured to determine whether the anticipated outcomes have been achieved.

The following criteria will be used to measure the success of project outcomes:

- Regional Network, Industry Sector Partnership, and Regional Action Team members include public and private sector representatives from 8 SJV counties;
- At least 2 new targeted training and career pathway programs result from agreements between WIBs, Community Colleges, K-12 education, organized labor, and industry leaders;
- Increased volume of training conducted by existing clean transportation training programs due to expanded capacity to serve clients in other SJV counties;
- Industry recognized credentials are established for clean transportation workforce, particularly around PHEV and CNG vehicles;
- A minimum of 2 funding proposals are submitted to support the advancement of clean transportation industry's ecosystem (i.e. fueling stations, research, etc.);
- Increased amount of venture capital to support regional clean transportation innovations; and
- Seeded implementation projects are sustainable, have impact in all 8 counties of the SJV, and promote ongoing collaboration between public and private sectors.

Section IV – Local Partnerships and Leveraged Resources

1. Describe how the Applicant has successfully formed effective partnerships. Provide descriptions of any formal or informal agreements that exist with the partners.

OCED has sustained effective partnerships with Regional Network partners since its inception in 2001. With an Executive Order in 2005, Governor Schwarzenegger appointed OCED to serve as the Secretariat for the California Partnership for the San Joaquin Valley (Partnership), an unprecedented public-private partnership sharply focused on improving the region's economic vitality and quality of life. The Partnership Strategic Plan called for the formation of 10 work groups that would be tasked, with among other things, growing a diversified, globally economy supported by a highly skilled workforce. One of the work groups focuses on energy and is led by the SJVCEO.

While the Partnership work groups are meant to influence policy, OCED's Regional Industry Clusters Initiative (RICI) strategically convenes employers and community stakeholders within 7 regional industry clusters in the SJV to collectively resolve challenges and maximize opportunities for economic growth. Stemming from the SJV Regional Industry Cluster Analysis and Action Plan, RICI is the implementation phase of the study and aims to assist the identified clusters in reducing their leakage and capturing more of their value chain.

OCED also has experience in administrating comprehensive, regional workforce development projects that require the collaboration of public and private sectors. Between 2009 and 2012 OCED administered a $2 million California Employment

Development Department Workforce Investment Act grant that included a sector-based articulation project that demonstrated best practices in high school career and technical education programs in high-priority industries such as clean energy.

OCED is also the convener of the annual San Joaquin Valley Regional Economic Summit, which feeds into the California Economic Summit.

Section V – Budget Summary Narrative and Plan

1. Provide a detailed justification below for all line items contained in the Budget Summary Plan. Explanations should include how the proposed costs are necessary and reasonable in terms of benefits to participants.

Fresno State Office of Community and Economic Development
The Executive Director, Finance Director, Communications Coordinator, Fiscal Analyst, Research Assistant and Project Manager for a combined 1.0FTE will coordinate the 4-stage Clean Transportation Cluster development process.

Operating expenses will include Travel, (mileage reimbursement for monthly/quarterly Cluster meetings and 3 Action Clinic trip reimbursements), Communications (webinar/conference call subscription fees) and Meeting Costs (venue costs, printing, copying, materials and supplies).

San Joaquin Valley Clean Energy Organization
Assist OCED with the convening of industry, education, utility and public entity stakeholders.

Kern Community College District
Assist OCED with the convening of stakeholders and implementation of strategic plan.

Kern Economic Development Corporation
Assist OCED with the four-stage cluster development process that consists of a diagnostic, collaborative priority-setting, investment strategies, and sustainable implementation of a regional clean transportation cluster.

San Joaquin Valley Clean Cities Coalition
Assist OCED with the convening of local jurisdictions to participate in project.

2. Complete the biannual cumulative plan below for expenditures and cash/in-kind match.

	Period Ending Oct 2013	*Period Ending Mar 2014*	*Period Ending Oct 2014*	*Period Ending Dec 2014*
Expenditures	$13,168	$79,006	$65,839	
Match Funds	$13,602	$81,610	$68,008	

The San Joaquin Valley Interregional Goods Movement Plan

Executive Summary

The San Joaquin Valley (SJV) has always been California's geographic and agricultural production center, and its main source of exports. Now, the SJV is taking on new roles in California's goods movement economy. It is California's fastest-growing region, with a population of over 4 million that is anticipated to grow to more than 6 million people by 2035. It is the still the nation's number one agricultural producer, generating more than $35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. In fact, a number of companies have located large regional and national distribution centers in the SJV to take advantage of relatively inexpensive land and low cost labor, good access to the national rail and interstate highway networks, connections to major deepwater ports in Oakland, Los Angeles, and Long Beach, and proximity to major consumer markets in Southern California and the San Francisco Bay Area. As a growing and diversified region, efficient goods movement is important to the long-term success of the SJV economy.

Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Council of Governments and Caltrans commissioned this San Joaquin Valley Interregional Goods Movement Plan. The goods movement plan summarized in this Executive Summary builds upon recent traffic, logistics, and long-term infrastructure improvement planning efforts throughout the study area. Building on these prior efforts and new analysis, the plan developed a comprehensive list of prioritized multimodal projects, strategic programs, and policies that will guide goods movement investments and policy in the region in the future.

While accommodating growth in goods movement demand is important to ensuring the economic health of the SJV region, this growth must be achieved in an environmentally sustainable manner. The plan includes strategies for improving the environmental performance of goods movement in the SJV and mitigating impacts on communities. The plan concludes with a discussion of funding and implementation strategies so the SJV regional transportation agencies can move forward with next steps to realize the vision embodied in this plan.

Kern Council of Governments

Excellence in Regional Planning
StanCOG
Stanislaus Council Of Governments

Fresno Council of Governments

TCAG
Tulare County Association of Governments

San Joaquin Council of Governments

MCAG
Merced County Association of Governments

Caltrans

MADERA CTC
Madera County Transportation Commission

Plan Timeline and Milestones

The San Joaquin Valley Interregional Goods Movement Plan was completed over a 24-month time frame during 2011 to 2013. The work was completed following a nine-step process that was divided into three stages, as shown in the figure below:

- In **Phase I,** the team used available data, previous studies, and stakeholder outreach to establish existing goods movement conditions, the nature of regional freight demand, expected growth, and current operating conditions of the major transport modes.
- **Phase II** concentrated on developing strategies for freight mobility improvements and mitigation of adverse impacts, including an extensive list of priority projects in multiple categories.
- **Phase III** brings these efforts together in a final report constituting the recommended SJV goods movement plan and implementation strategy. The plan identifies funding options and also makes policy recommendations. Many of the funding strategies and policy recommendations necessitate action by other agencies both within and outside of the SJV. As such, the plan provides an agenda for advocacy that the SJV COGs can pursue over the coming years.

This SJV Inter-Regional Goods Movement Plan is intended to take the next steps to develop and implement the region's freight transportation vision. This effort, more than the prior Valley-wide goods movement planning efforts, is focused on developing actionable project recommendations and implementation plans.

San Joaquin Valley Goods Movement Plan 9 – Task Methodology

Phase I: Assess Conditions

Task 1: Demographics, Economics, and Circulation
Task 2: Importance and Benefits of Freight Movement
Task 3: Stakeholder Outreach
Task 4: Goods Movement Data and Report
Task 5: Assess Growth in Freight Demand, Trends in Logistics Industry, and 2035 System Performance
Task 6: Evaluate Community, Environmental, and Economic Impacts of Freight Movement

Phase II: Strategy Development

Task 7: Identify and Evaluate Strategies for Improvement Freight Mobility
Task 8: Identify Strategies for Mitigating the Effect of Goods Movement on Communities and the Environment

Phase III: Recommendations

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

Methodology to Create a Prioritized Project List

The priority project and strategy list was developed according to four main criteria as established by the project stakeholders:

1. The list should offer solutions to the goods movement issues that are facing the SJV, and as established by stakeholders or through technical work completed throughout this SJV Goods Movement Plan.
2. The list should be multimodal, and reflect the fact that goods movement in the SJV includes trucks, railcars, airplanes, and port facilities.
3. The list should represent the combined vision of the eight SJV counties. It should be geographically diverse, be built through significant stakeholder outreach, and reflect projects of regional significance.
4. The list should be prioritized using clearly identifiable information and data, so that the selection process is objective and recognizes the different categories of benefits provided by the regional goods movement system.

The six-step methodology used to create the priority project and strategy list relied on a mixture of quantitative analysis, qualitative assessment, and stakeholder feedback. In some cases, it was not possible to develop quantitative evaluation methodologies and in these cases, qualitative techniques were used during project prioritization.

Step 1: Establish High-Level Goals for Goods Movement in the San Joaquin Valley	Outreach to shippers, carriers, public agencies, environmental groups, ports, and more
Step 2: Develop Performance Measures	Focus on quantitative measures with readily-available data
Step 3: Create Preliminary "Master" Project List	Eight county RTPs, stakeholder interviews, TCIF, new projects
Step 4: Screen the Project List	Created list of regionally important projects (on key goods movement infrastructure, supporting key industries, or those identified by stakeholders)
Step 5: Analyze Project Performance Impacts	Using Valley-Wide Truck Model, Caltrans Cal B-C Model, IMPLAN, other sources
Step 6: Final Prioritization of the Projects/Strategies	Ranked according to performance impacts, High, Medium, and Low. List refined through extensive outreach and coordination with regional stakeholders

Prioritized Project List

In order to address the identified goods movement issues, the SJV Goods Movement study identified 49 priority projects, organized into seven categories:

1. Regional North-South Highway Capacity: Conventional capacity increases through widening, interchange improvements, and new construction.
2. East-West Connectors: Conventional capacity increases through widening, interchange improvements, and new construction.
3. Local "Last Mile" Connectors: Conventional capacity increases through widening, interchange improvements, and new construction.
4. Modal Capacity for Expected Flows: Rail and highway capacity increases to accommodate specific expected increases in existing freight flows.
5. Contingent Economic Development Opportunities: Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows.
6. Inland Ports: Goods movement and economic development initiatives requiring both capital investment and operating subsidies.
7. Strategic Programs: Regional strategies encompassing multiple projects.

Priority Regional Highway Capacity Projects	
15a	Widen I-5 from 1 mile north of SR 12 to SJ County Line
15b	Widen I-5 between SR 120 and I-205
15c	Widen I-5 from 4 to 6 lanes from the San Joaquin County Line to Sperry Ave
15d	Widen I-5 between Kings County and Merced County lines
99a	Widen SR 99 French Camp Rd to Mariposa Rd from 6 to 8 lanes, improve interchanges
99b	Widen SR 99 from 6 to 8 lanes in Stanislaus County
99c	Widen SR 99 from 4 to 6 lanes in Merced County
99d	Widen SR 99 from 4 to 6 lanes from Avenue 7 to Avenue 12
99e	Widen SR 99 from 6 to 8 lanes from Central Avenue to Bullard Avenue
99f	Widen SR 99 from 4 to 6 lanes from SR 137 to SR 198
99g	Widen SR 99 from 4 to 6 lanes from Kern Co. Line to Prosperity Avenue
99h	Widen SR 99 from Beardsley Canal to 7th Standard road
106	Widen SR 65 in Tulare County- SR 190 to County Line

Prioritized Project List *(continued)*

Priority East-West Connector Projects	
6	I-580 WB Truck climbing lane
13	North County Corridor New Interregional Expressway from SR 99 to SR 120/108
16	Widen SR 120 between I-5 and SR 99, new interchange at SR 99/SR 120
17	Widen SR 132 connecting SR 99 and I-580
18	SR 152 Bypass around the City of Los Banos
19	Widen SR 152 between SR 99 and U.S. 101
20	Widen SR 180 to 4 Lane Expressway Quality Avenue to Frankwood Avenue
26	Widen SR 12 from I-5 to SR 99
42	Construct New Route: SR 132 West Freeway project from SR 99 to I-580
51	Centennial Corridor SR 58 Upgrade I-5 to SR 99 and east
60	Widen SR 137 between Lindsay and Tulare
63	Widen SR 198 from 2 to 4 lanes from LNAS to I-5
69	Add SR 58 capacity east of Bakersfield (near Sandpatch grade)
105	Widen SR 41 to a 4 lane expressway – King Co. Line to Elkhorn Ave.
Priority "Last Mile" Access Projects	
14	Port of Stockton Highway Access Improvements, Widen Navy Drive from 2 to 4 Lanes (Washington St. to Fresno Avenue)
22	SR 4 Extension (Cross-town Freeway) to the Port of Stockton – Phase II. New alignment from Navy Drive to Charter Way
41	Improve Roth Road connection between UP Lathrop Yard and SR 99 (Widen from 2 to 4 lanes)
Priority Modal Capacity Projects	
35	CCT Port of Stockton West Complex Trackage
37	CCT Lodi Branch Upgrade
73	New SR 58 Truck Weight Station
101	CCT New Trackage at Port of Stockton East Complex
102	New connection at Stockton Tower between UP and CCT
Priority Economic Development Projects	
33	Crows Landing Industrial Business Park and Airport Facility
34	CCT Rail Upgrade (for new aggregates business)
56	Mojave Airport Rail Access Improvements
89	SJVR -Short-Line Rail Improvements
91	Expansion of RailEx Facility at Delano
94	SJVR Expand Bakersfield Yard Capacity
Priority Inland Port Projects	
38	Altamont Pass Rail Corridor / SJV Rail Shuttle (CIRIS)
92	Shafter Inland Port Phase II and III
Priority Strategic Programs	
1	Truck Stop Electrification
2	Truck Route Signage
3	Additional Truck Rest Areas
4	Oversize or Overweight Vehicle Pilot Program or Research
5	Reexamine STAA Designated Routes
104	West Coast Green Highway Initiative

Why is Goods Movement Important in the SJV?

This plan recognizes that the efficient and safe movement of goods is a crucial aspect of daily life for residents and businesses alike in the SJV. For residents, goods movement is essential to deliver food to grocery stores, consumer goods to stores, furniture and goods to offices, and packages to people's homes – even tap water depends on the timely arrival of treatment chemicals.

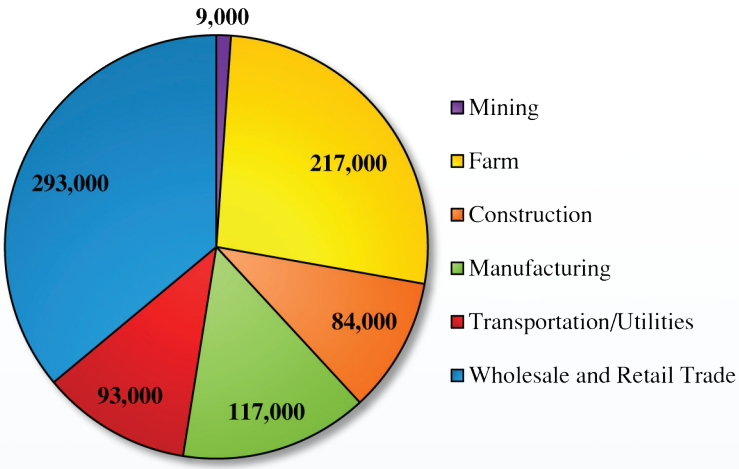
Likewise, goods movement-dependent industries rely heavily and visibly on transportation as a key part of their operations. This group of industries includes agriculture, manufacturing, wholesale (and retail) trade, construction, transportation and warehousing (including utilities), and mining sectors. They may receive daily shipments of raw supplies to support their production process, or send daily deliveries of refined or finished product to market.

Goods movement-dependent industries remain the foundation for many local area economies within the SJV region. In 2010, over 44% of the region's employment (564,000 jobs) was provided by goods movement-dependent industries. This amount is anticipated to grow- by 2040 it is anticipated that over 813,000 jobs will be provided by industries such as wholesale and retail trade (293,000 jobs), farming (217,000 jobs), manufacturing (117,000 jobs) and transportation and utilities (93,000 jobs).

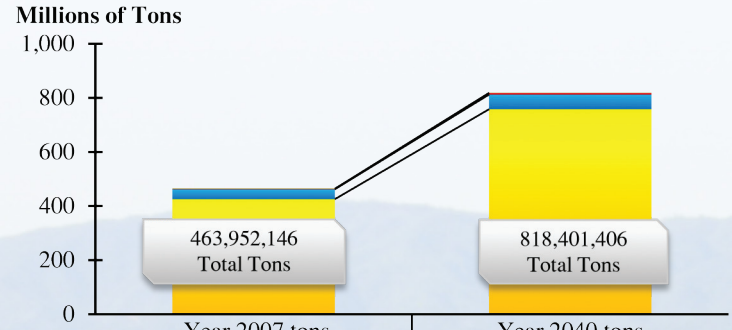
These industries also contribute billions to the region's economy. According to the United States Bureau of Labor Statistics, the Gross Domestic Product (GDP) for goods movement-dependent industries in the eight-county study area in 2010 was about $56 billion.

Growing industries and population mean that freight demand will grow in the future. In fact, freight volumes moving in the San Joaquin Valley are projected to grow from 500 million tons in 2007 to almost 800 million tons by 2040. Movements will continue to rely heavily on truck- by 2040 roughly 93% of all commodity movements will be carried by truck.

2040 Anticipated SJV Goods Movement Dependent Industry Employment



Source: California Forecast, 2011, Moody's economy.com (for mining employment).



	Year 2007 tons	Year 2040 tons
Air	11,034	11,034
Water	2,140,388	6,234,782
Rail	36,494,492	54,205,458
Truck	425,306,232	757,950,132

What is "The Goods Movement System" in the San Joaquin Valley?

The SJV is home to a variety of transportation facilities for moving goods ranging from Interstate and state highways, Class I and short line railroad facilities, intermodal terminals, inland ports and waterways, air cargo facilities, and other infrastructure that supports the movement of goods.

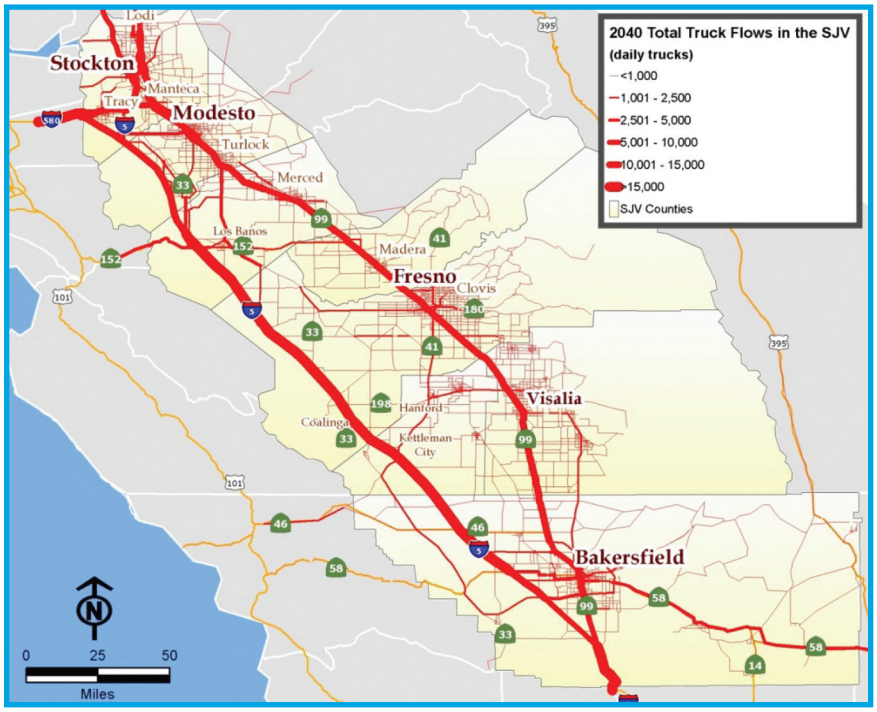
The **highway and local road system** is the primary freight infrastructure for the region, and trucking is the dominant freight mode. Truck movements are centered on the main north-south arteries, including I-5 and SR 99, as well as numerous east-west corridors such as SR 58, SR 120, SR 132, SR 180, I-580 to 205, SR 152, SR 46, and SR 198. In all, there are over 31,420 roadway miles in the SJV. Combined, they offer connections between the SJV and California's coastal population centers (major markets for the SJV's food products and distribution centers), as well as providing connections to the rural agricultural production areas.

The SJV is also served by two major **Class I railroads,** BNSF Railway (BNSF) and the Union Pacific Railroad (UP); and **short line and regional railroads,** including Sierra Northern Railway (SERA), California Northern Railroad (CNR), Stockton, Terminal & Eastern (STE), Central California Traction (CCT), Modesto & Empire Traction Company (MET), San Joaquin Valley Railroad Company (SJVR), and the West Isle Line (WFS).

The Ports of Oakland, West Sacramento, Los Angeles, Long Beach, and others are linked to SJV origins and destinations by truck. **The Port of Stockton** is located within the SJV, and is primarily a bulk commodity port. It also has extensive rail trackage operated by the CCT, with connections to UP and BNSF.

The **air cargo system** in the SJV is comprised of seven airports– all of which offer limited commercial passenger airline and air cargo service: Fresno-Yosemite International, Inyokern Airport, Meadows Field (Bakersfield), Merced Regional Airport, Modesto Municipal Airport, Stockton Metropolitan Airport, and Visalia Municipal Airport.

What Issues are Facing the SJV's Goods Movement System?

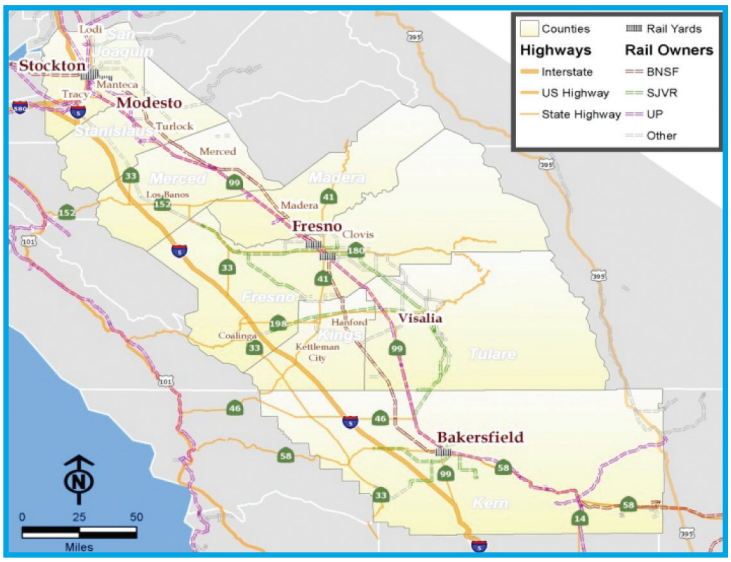


Source: SJV Truck Model

The technical analysis and stakeholder outreach completed throughout the San Joaquin Valley Interregional Goods Movement Plan revealed that there are numerous challenges facing the safety and efficiency of the region's goods movement system. Many of these challenges can be grouped around six main issues. Some issues and challenges deal with the safety or maintenance of the region's infrastructure, while others describe operational inefficiencies. These issues and challenges helped to guide the creation of performance measures and the project prioritization process that was a central part of this plan.

Issue #1: Increasing population and industry activity means trucks and cars vying for limited roadways access, leading to congestion and bottlenecks throughout the region. By 2040, many of the region's main truck routes are projected to carry demand that exceeds their capacity – and to operate in a congested manner, despite programmed improvements. The region has several critical goods movement corridors (most notably I-5 and SR-99) that carry the highest volumes of trucks within the San Joaquin Valley. However, there are also many corridors and local roads that, though carrying smaller total volumes of trucks, are still vital to the region's goods movement. East-West corridors throughout the SJV (including SR 152, SR 58, SR 198 and SR 46) are especially important, as are numerous smaller facilities (such as farm to market roads and County roadways) that connect single industrial sites, farms, agricultural processing centers, or other freight-generating activities to the Statewide and National freight system. It is crucial that all of these corridors are maintained at a level where the safe, efficient movement of goods is possible.

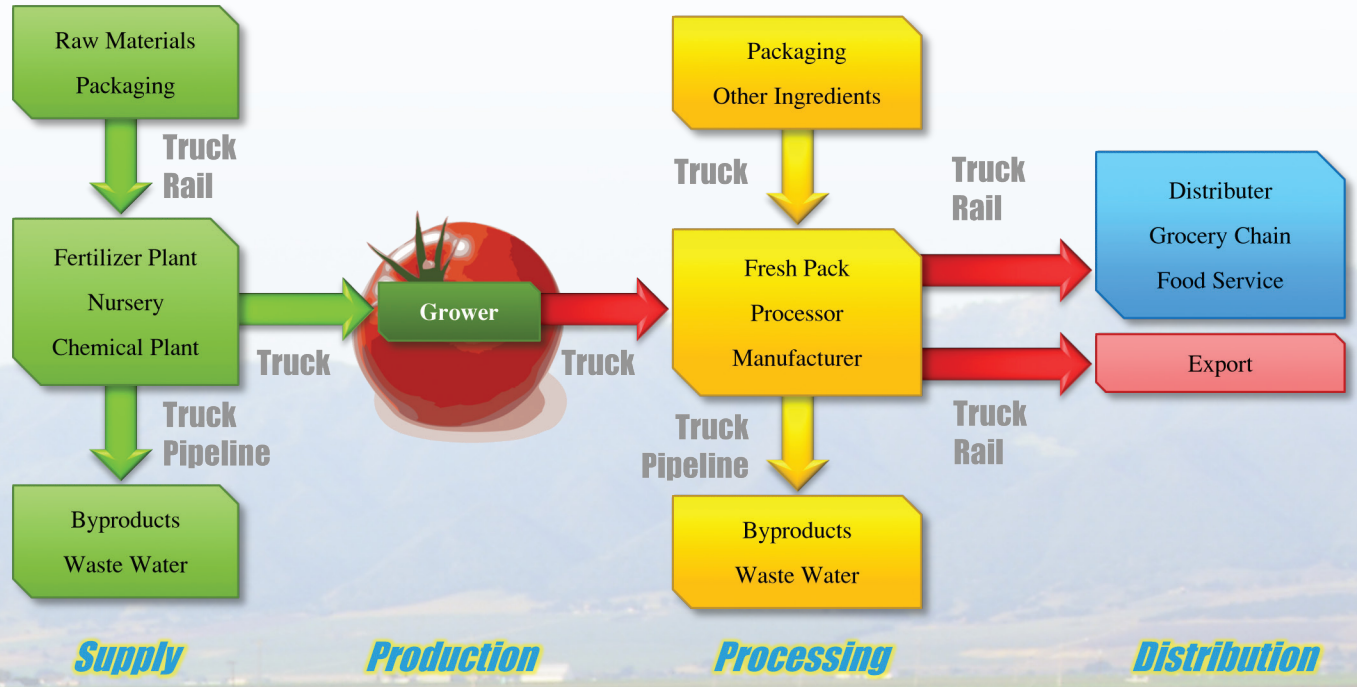
What Issues are Facing the SJV's Goods Movement System? (continued)



Source: National Transportation Atlas Database, Caltrans

Issue #2: Lack of Transportation Modal Choices. Goods Movement in the San Joaquin Valley is currently dominated by a single transportation mode – trucking. In 2007, of the 500 million tons of goods that moved into, out of, or within the region, more than 90% moved by truck. There are some good reasons for this, and trucks will always be a very important component to goods movement in the San Joaquin Valley (SJV). However, it is important to continue to study the potential of expanding other modes in the region – including short line rail, improved access to Class I rail, and increased use of air cargo.

In addition, the dependence on one mode could increase the supply chain costs of certain industries. Some industries, such as the tomato processing industry, use alternate modes such as rail for various stages of their supply chains. Maintaining the safety, usability, and efficiency of these modes is important to the economic health of these industries, and the region as a whole.

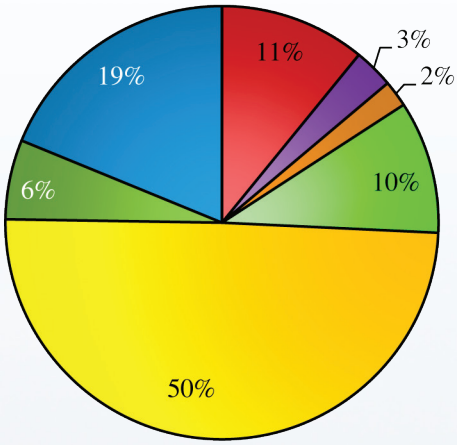


What Issues are Facing the SJV's Goods Movement System? (continued)

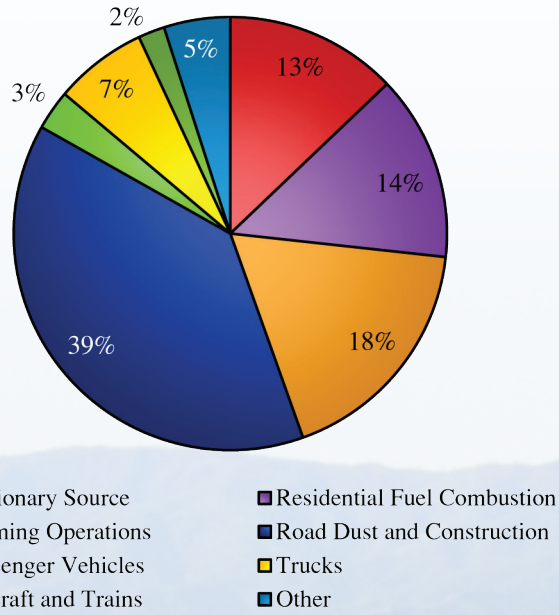
Issue #3. Environmental and Community Impacts of Goods Movement. Goods movement in the San Joaquin Valley results in several types of environmental and safety impacts to communities. Movement of trucks, trains, and airplanes all contribute to the Region's air pollution problems, as well as the associated impacts to public health and the environment. In addition, safety concerns exist around at-grade rail crossings, as well as along some corridors not designed to safely carry high truck traffic, and places where truck parking shortages lead to illegally parked trucks. In 2010 (the most current data available) there were 752 truck-involved crashes recorded in the San Joaquin Valley. The sources of these accidents vary, and can include poor weather, driver fatigue, or lack of awareness of trucks by other roadway users. Finally, goods movement can lead to incompatible land uses – residents near distribution centers, rail yards, and other goods movement facilities can be impacted by light and noise pollution, as well as from runoff pollution to regional drinking water. In some cases, expanding urban/residential areas can move incompatible land uses into close contact, causing conflicts between residents and the goods movement facilities.

According the San Joaquin Valley Air Pollution Control District (SJV APCD), emissions from trucks, trains, and aircraft account for about 9 percent of daily PM2.5 and about 50 percent of daily NOx in the Valley. Freight activities are not a major source of carbon monoxide (CO) pollution, and contribute a relatively small portion of the total sulfur dioxide (SO_2) and lead (Pb) to the atmosphere. For example, trucks were responsible for 4% of total SO2 San Joaquin Valley emissions in 2012.

Daily NO_x Sources in the SJV



Daily Directly Emitted $PM_{2.5}$ Sources in the SJV

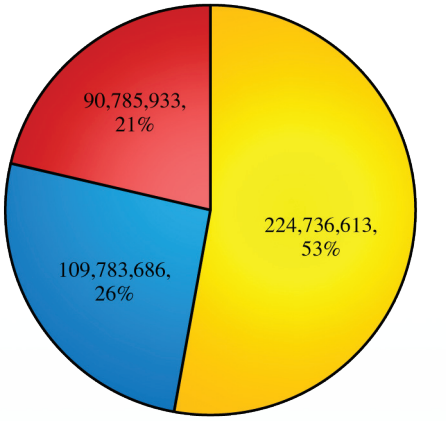


Source: San Joaquin Valley Unified Air Pollution Control District 2012 PM2.5 Plan.

What Issues are Facing the SJV's Goods Movement System? *(continued)*

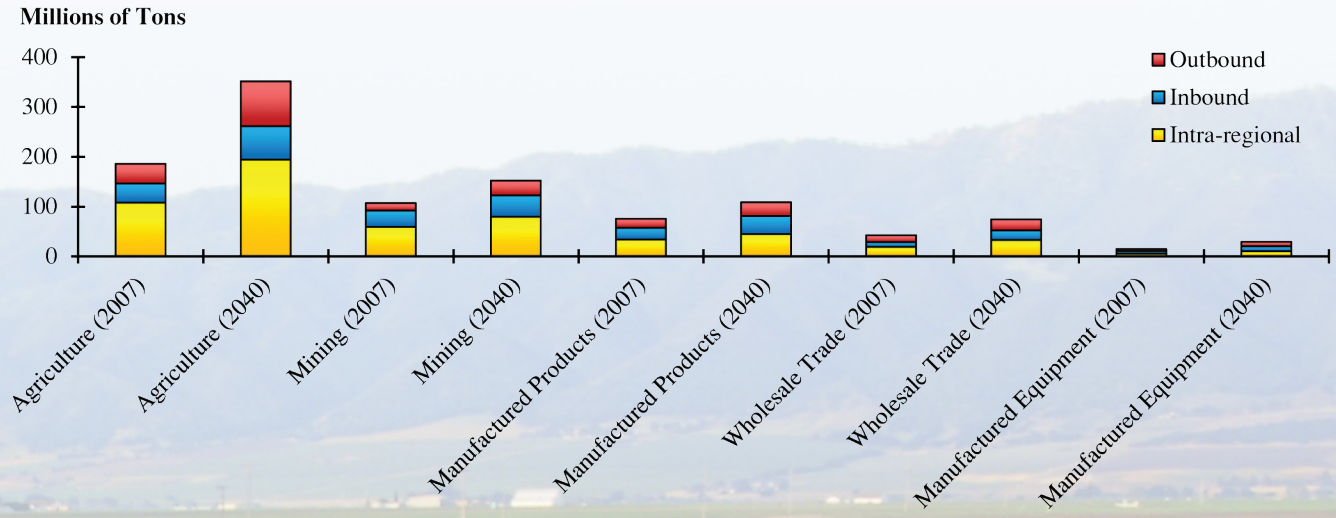
Issue #4. Maintain and improve connections to international markets. Many of the SJV's agricultural and manufacturing products utilize the Port of Oakland, LA / Long Beach, and Stockton to access to national and international markets. This connectivity is essential to the livelihood of the SJV, and should be preserved. In addition, as industries within the San Joaquin Valley strive to move up the value chain in agricultural production, these links to domestic and international markets will become even more crucial. Institutional support for marketing SJV products include California's International Trade Coordinating Council, California Enterprise Zones, and Free Trade Zones established at several locations throughout the SJV.

Issue #5: The Importance of East-West Corridors and "Last Mile" facilities. Many of the SJV's east-west corridors (SR-152, SR-58, SR-120 and others) are outdated and require updating to keep pace with traffic volumes. This has important implications for goods movement, since 53% of all commodities moving into, out of, or within the region are "interregional". This means that 53% of all commodities are moving from one location in the SJV to another location in the SJV, often using the critical E-W corridor linkages.



Source: FHWA, FAF3.

Last Mile" connectivity. Many of the SJV's agriculture and industrial facilities are located in rural regions, dispersed throughout the entire SJV. These industries rely heavily on intraregional trucking for their day-to-day business activities. This means that trucks associated with agriculture and industrial activities rely on many different types of roads, including smaller local roadways connecting rural farms and industrial plants that are not designed to carry heavy vehicle traffic. This creates issues of "last mile" connectivity, where roads to individual sites are under-maintained, capacity constrained, or unsafe. Some stakeholders report that companies have chosen to locate elsewhere because of this lack of intraregional transportation system connectivity.



What Issues are Facing the SJV's Goods Movement System? (continued)

Issue #6. Build a transportation system to encourage economic development. San Joaquin Valley stakeholders have expressed interest in diversifying and building the Valley's economy in several new directions, including:

- Higher- value crops including tree nuts (almonds, pistachios, walnuts)
- Logistics and warehousing/distribution
- Light manufacturing (including biotech, alternative energy, packaging materials)
- Oil production
- Products for the export market, especially specialty agricultural products

Transportation system investments, to the extent possible, should support these economic development trends, and recognize likely demographic shifts in the SJV that may help to predict industry growth or decline.

Other issues discussed throughout this San Joaquin Valley Interregional Goods Movement Plan.

Truck Parking Shortages. Truck parking shortages can result in illegal truck parking, sometimes located on residential streets and next to goods movement facilities. Illegally parked trucks can be a safety hazard, as well as contribute to noise and localized emissions. As a state, California ranks first in the nation in overall (private and public) commercial vehicle parking shortage. Recent truck parking estimates indicate that demand exceeds capacity at all public rest areas and at 88 percent of private truck stops on the State's highest-volume corridors (including I-5).

Pavement Wear and Tear. On average, one fully-loaded 80,000 pound truck causes as much pavement wear as up to 10,000 automobiles. This can contribute to the deterioration of roadway surfaces, in particular when trucks are using smaller connector facilities that are not intended for heavy truck usage (which is extremely prevalent in the SJV). Deterioration of roadway surfaces is a problem for truck owners/operators and the public sector alike.

Short line Rail Capacity. There have been several occasions of short line rail abandonments or plans to discontinue service on parts of their system. In addition, car supply can be a perennial problem for customers that do not ship often or that ship in peak periods when the car supply is tight.

Port Access Concerns. Including the concern that limited rail capacity at the Port of Stockton may soon be exceeded. Ensuring access to the Port of Oakland is also of utmost priority, since it serves as the primary export port for the SJV. Several major industries in the SJV depend heavily on this link to reach international markets.

Underutilized Airport Capacity. The SJV has available, underutilized assets in the form of eight regional air cargo facilities.

SJV Goods Movement Priority Project List

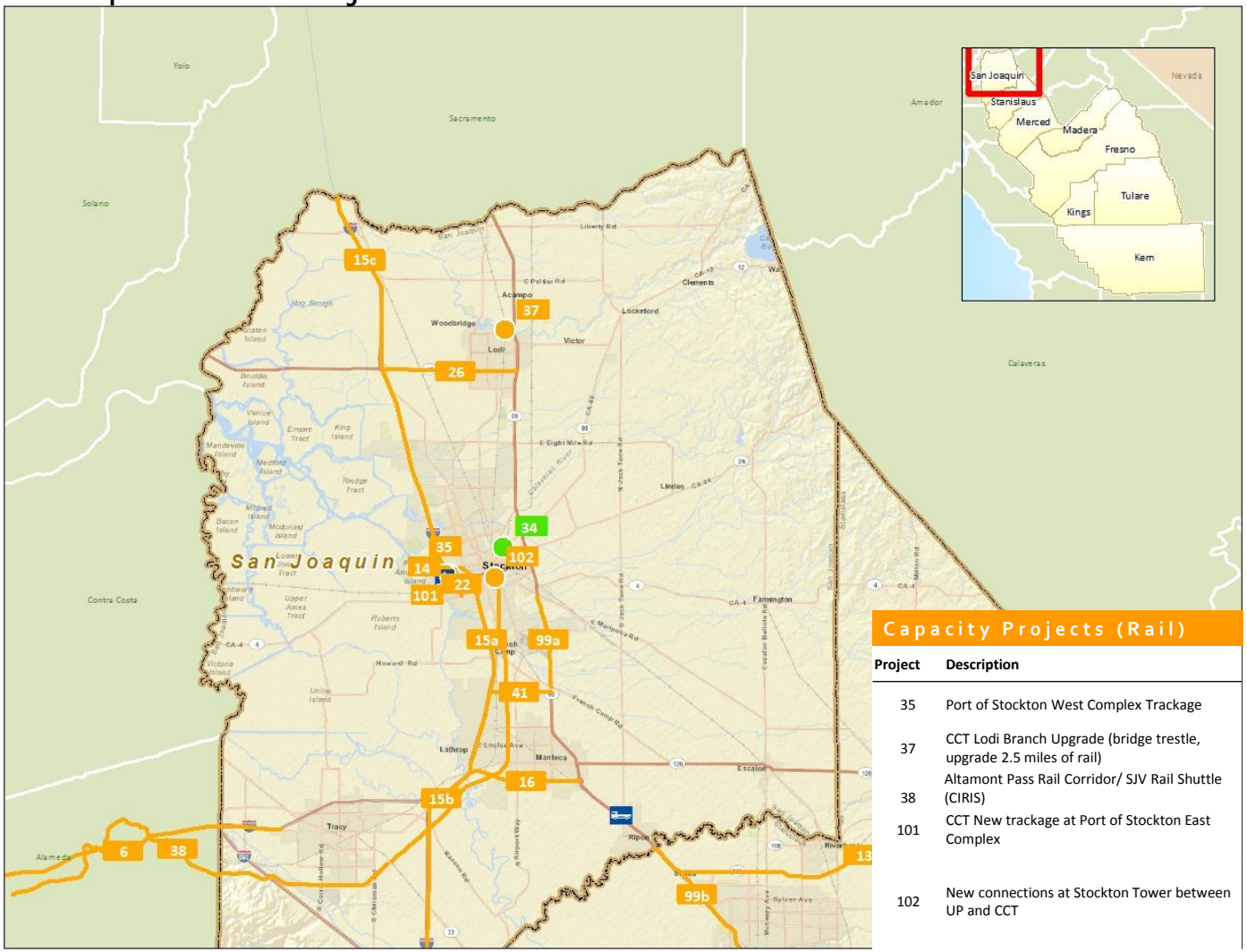
In order to address the identified goods movement issues, the SJV Goods Movement study identified 48 priority projects. These include projects on the highway system, local and connector road system, short line rail system, and projects that support the development of an inland port facility in the SJV. In addition, long-term environmental and economic development strategies and projects are included. The list is organized into seven project types.

1. **Regional North-South Highway Capacity:** Conventional capacity increases through widening, interchange improvements, and new construction.
2. **East-West Connectors:** Conventional capacity increases through widening, interchange improvements, and new construction.
3. **Local "Last Mile" Connectors:** Conventional capacity increases through widening, interchange improvements, and new construction.
4. **Modal Capacity for Expected Flows:** Rail and highway capacity increases to accommodate specific expected increases in existing freight flows
5. **Contingent Economic Development Opportunities:** Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows.
6. **Inland Ports:** Goods movement and economic development initiatives requiring both capital investment and operating subsidies.
7. **Strategic Programs:** Regional strategies encompassing multiple projects, including those focused on long-term sustainability and energy efficiency.

It is anticipated that this project list will be forwarded into statewide and national planning efforts, including the Caltrans Freight Mobility Plan and efforts that arise out of the Federal MAP-21 process.

The 49 projects are displayed on 7 regional maps on the following pages.

Proposed Project Locations



Capacity Projects (Rail)

Project	Description
35	Port of Stockton West Complex Trackage
37	CCT Lodi Branch Upgrade (bridge trestle, upgrade 2.5 miles of rail)
38	Altamont Pass Rail Corridor/ SJV Rail Shuttle (CIRIS)
101	CCT New trackage at Port of Stockton East Complex
102	New connections at Stockton Tower between UP and CCT

Truck Stops (> 50 spaces) | Rest Areas | 26 Operations Projects | 73 Capacity Projects | SJV Counties | Other Counties

San Joaquin County

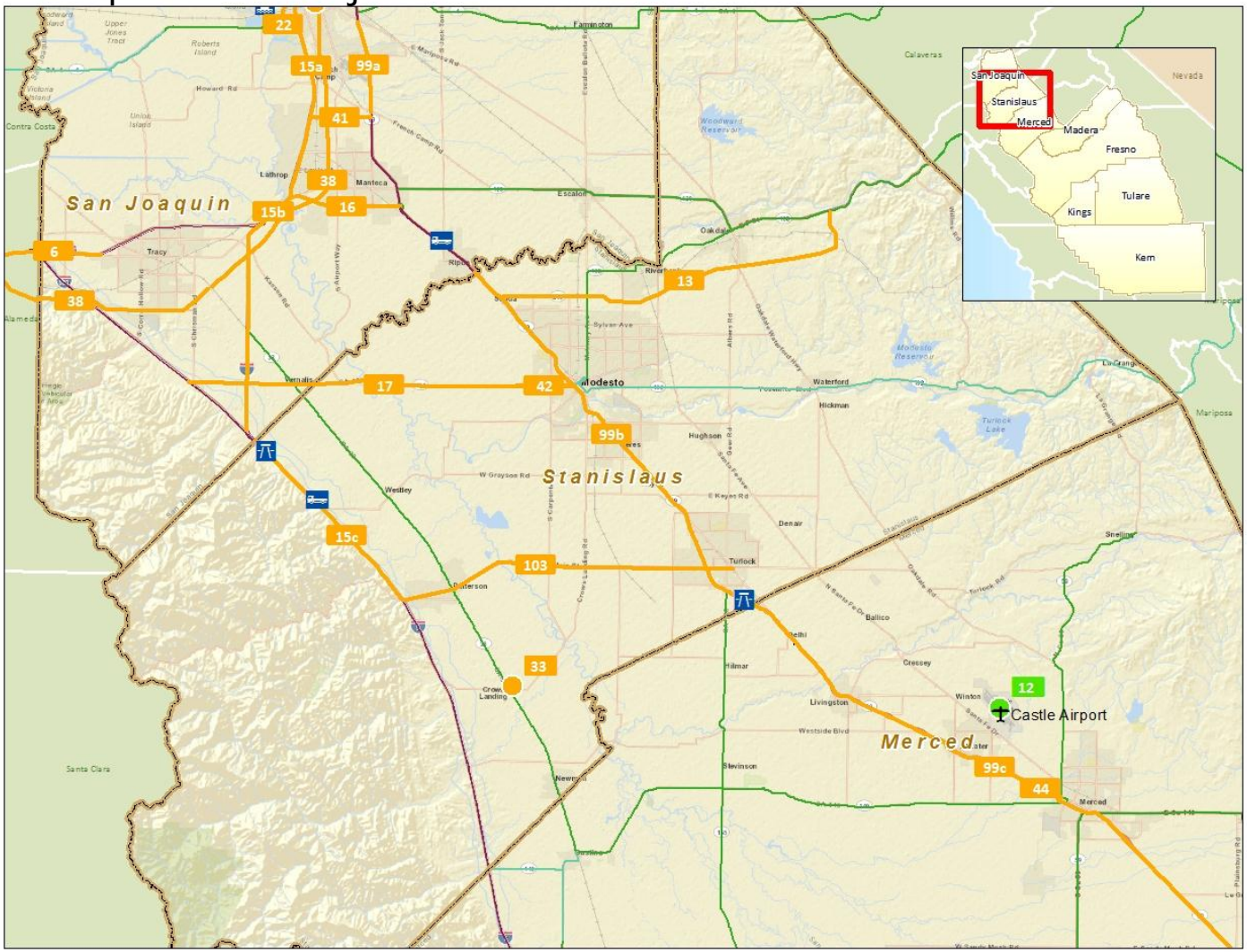
Capacity Projects

Project	Route	Project Description
6	I-205/I 580	I-580 Truck Climbing Lanes
15a	I-5	Widen I-5 from 1 mile north of SR-12 to SR-120
15b	I-5	Widen I-5 Between SR 120 and I-205
15c	I-5	Widen I-5 from 4 to 6 Lanes from 1 mile north of SR-12 to the Sacramento County line
14	SR 4	Port of Stockton Highway Access Improvements. Widen Navy Drive from 2 to 4 Lanes (from Washington Street to Fresno Ave.)
26	SR 12	Widen SR 12 between I-5 and SR 99
16	SR 120	Widen SR 120 between I-5 and SR 99, with a new interchange at SR 99 /SR 120
22	SR 4	SR 4 Extension (Cross-town Freeway) to the Port of Stockton – Phase II
99b	SR 99	Widen SR 99 from 6 to 8 lanes in Stanislaus County
99a	SR 99	Widen SR 99 French Camp Rd to Mariposa Rd 6 to 8 lanes, New Interchange Structure
41	Roth Road	Improve Roth Road Connection Between UP Lathrop Yard and SR 99 (Widen from 2 to 4 Lanes)

Operations Projects

Project Route	Project Description
34	CCT Rail Upgrades (For New Aggregates Business)

Proposed Project Locations



0 4 8 Miles

Truck Stops (> 50 spaces)

Rest Areas

26 Operations Projects

73 Capacity Projects

SJV Counties

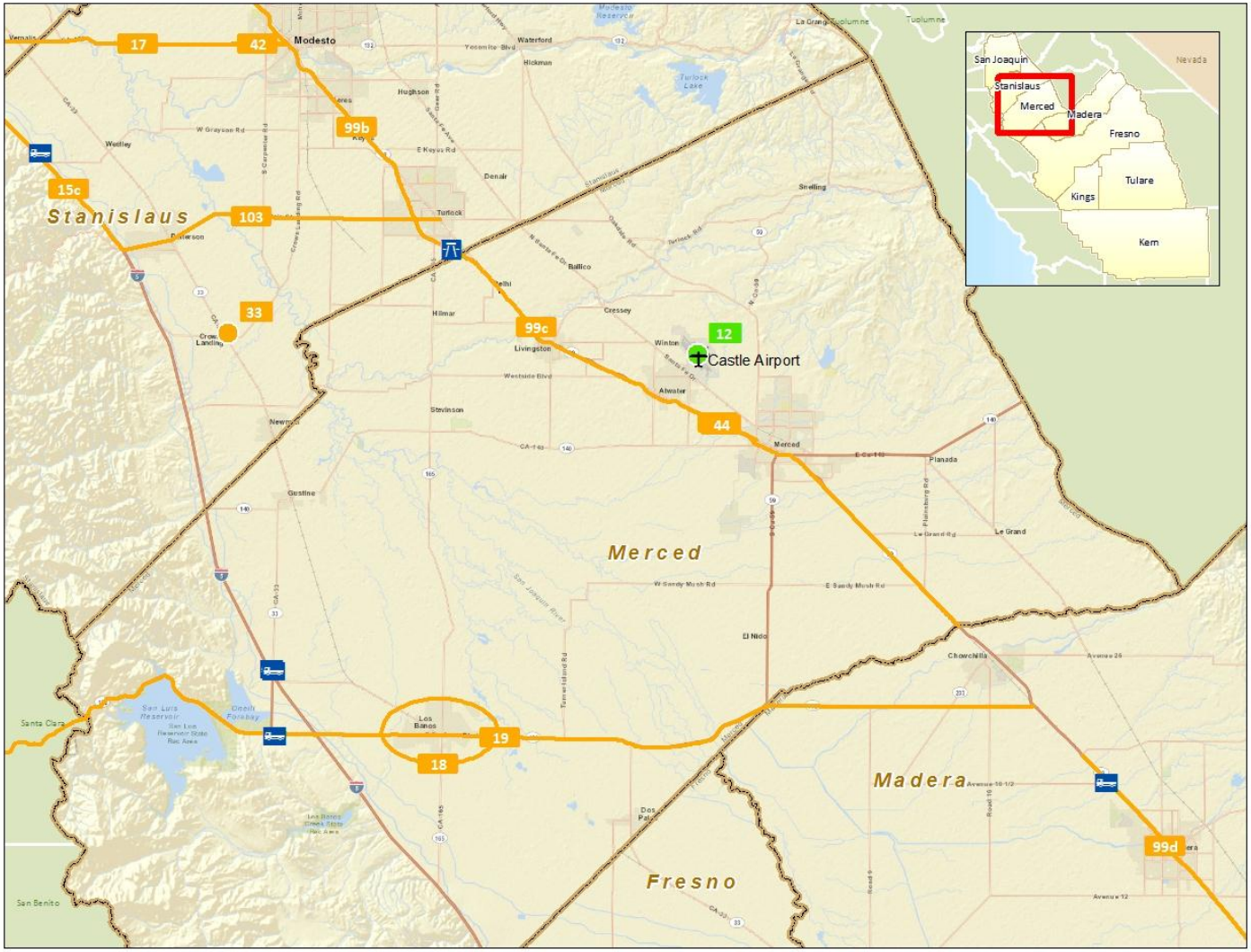
Other Counties

Stanislaus County

Capacity Projects

Project	Route	Project Description
13	North County Corridor	New Interregional Expressway from SR 99 to SR 120/ 108
15c	I-5	Widen I-5 1 Mile north of SR 12 to the San Joaquin County Line
17	SR 132	Widen SR 132 connecting SR 99 and I-580
33	Rail	Crows Landing Intermodal Rail Facility
42	New Route	SR 132 West Freeway / Expressway Project from SR 99 to Dakota Avenue
99b	SR 99	Widen SR 99 from 6 to 8 lanes in Stanislaus County
103	New Route	Develop Expressway Connector Between SR-99 and I-5 From Turlock to Patterson

Proposed Project Locations



Merced County

Capacity Projects

Project	Route	Project Description
18	SR 152	SR 152 Bypass around the City of Los Banos
19	SR 152	Widen SR 152 between SR 99 and U.S. 101
99c	SR 99	Widen SR 99 from 4 to 6 lanes in Merced County
99b	SR 99	Widen SR 99 from 6 to 8 lanes in Stanislaus County
33	Rail	Crows Landing Intermodal Rail Facility
42	New Route	SR 132 West Freeway / Expressway Project from SR 99 to Dakota Avenue
44	New Route	New Construction: Atwater-Merced Expressway
103	New Route	Develop Expressway Connector Between SR-99 and I-5 From Turlock to Patterson

Operations Projects

Project Route		Project Description
12	Castle Airport	Castle Airport Air Cargo Improvements

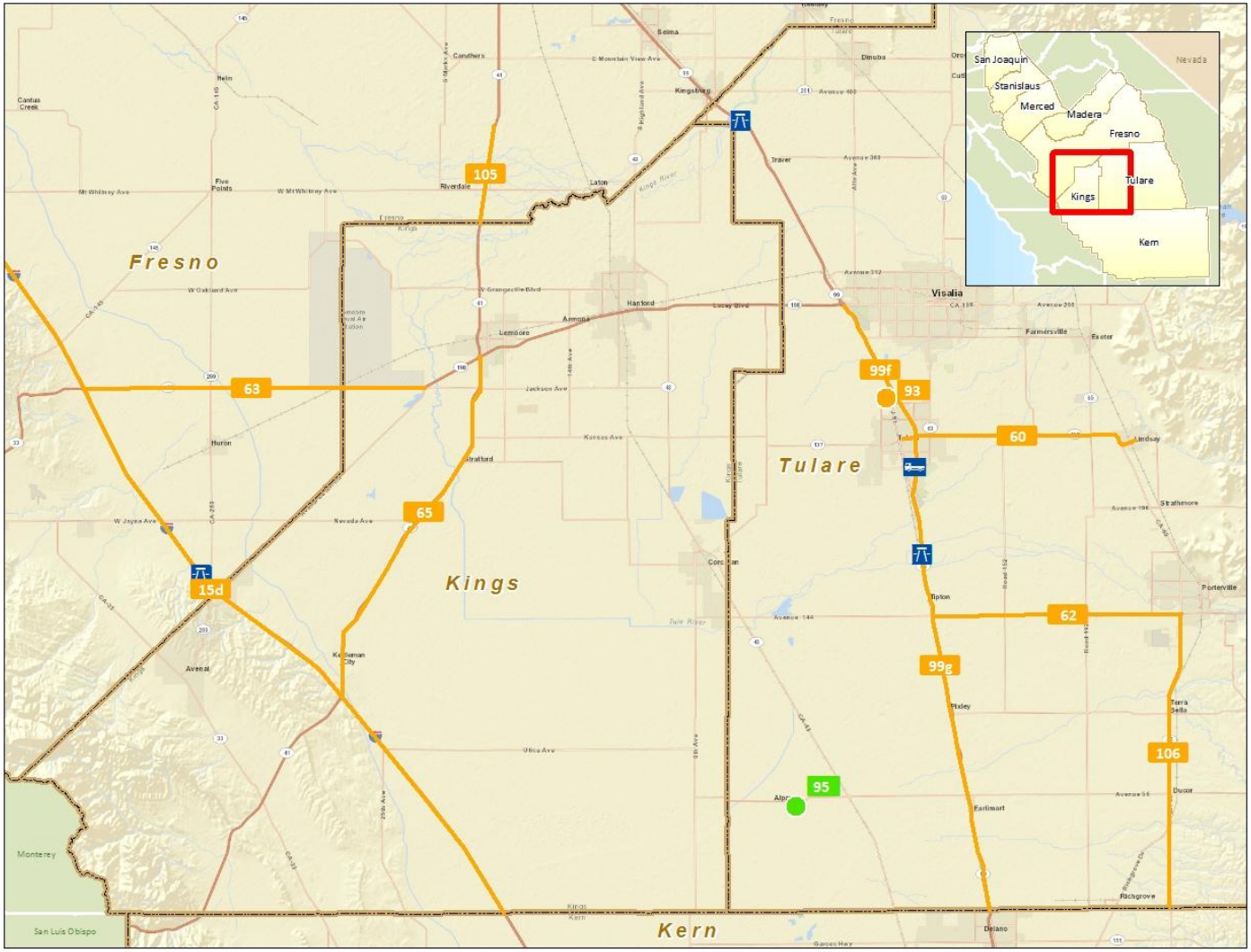
Proposed Project Locations

Fresno & Madera Counties

Capacity Projects

Project	Route	Project Description
15d	I-5	Widen I-5 between Kings County and Merced County lines
18	SR 152	SR 152 Bypass around the City of Los Banos
19	SR 152	Widen SR 152 between SR 99 and U.S. 101
20	SR 180 (East)	Widen SR 180 to 4 Lane expswy Quality Ave. to Frankwood Ave.
21	SR 180 (West)	Extend SR 180 from Mendota to I-5
24	SR 41	Widen SR 41 from 4 to 6 Lanes Between Madera County Line and Avenue 12
25	SR 41	Widen SR 41 from 6 to 8 Lanes Between Divisadero and Ashlan & widen SB off-ramp at Divisadero
32	SR 145	Widen SR 145 Between the UP and Shaw Avenue
63	SR 198	Widen SR 198 from 2 to 4 lanes from LNAS to I-5
65	SR 41	Widen SR 41 from 2 to 4 lanes between SR 198 to I-5
99d	SR 99	Widen SR-99 from 4 to 6 lanes from Avenue 7 to Avenue 12
99e	SR 99	Widen SR 99 from 6 to 8 lanes from Central Avenue to Bullard Avenue
105	SR 41	Widen SR 41 to a 4 Lane Expressway Kings County Line to Elkhorn Ave.

Proposed Project Locations

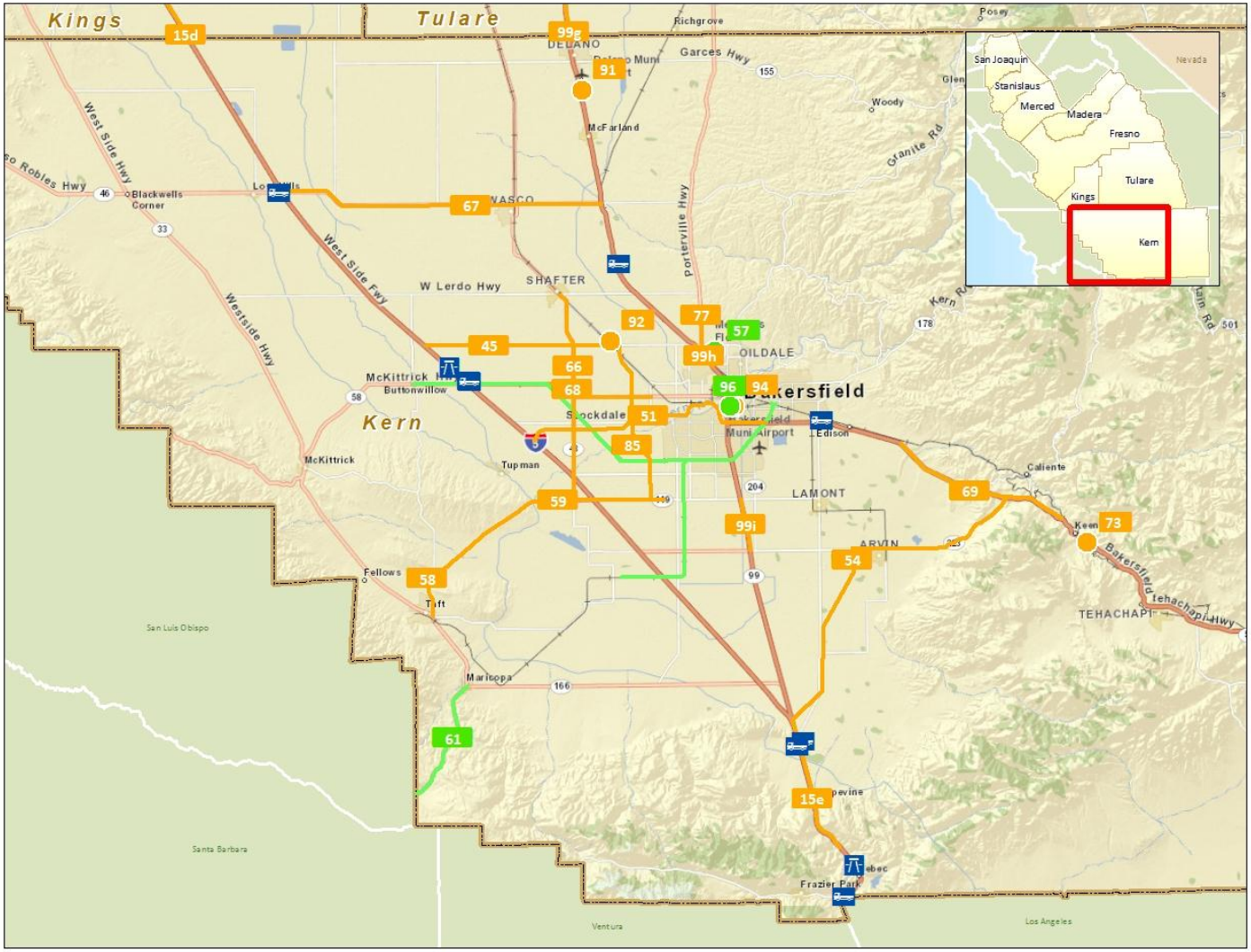


Tulare & Kings Counties

Capacity Projects

Project	Route	Project Description
15d	I-5	Widen I-5 between Kings County and Merced County lines
60	SR 137	Widen SR 137 between Lindsay and Tulare
62	SR 190	Widen SR 190 from 2 to 4 lanes between SR 65 and SR 99
63	SR 198	Widen SR 198 from 2 to 4 lanes from LNAS to I-5
65	SR 41	Widen to 4 lanes from SR 198 to I-5
99g	SR 99	Widen SR 99 from Kern County line to Avenue 200
99f	SR 99	Widen SR 99 from Avenue 200 to SR-198
93	Rail	Extend existing track, add new track in Tulare
95	Rail	West Isle Line Track Upgrades
105	SR 41	Widen SR 41 to a 4 Lane Expressway Kings County Line to Elkhorn Ave.
106	SR 65	Widen SR 65 in Tulare County (4 Phases) County Line to SR 190

Proposed Project Locations



Western Kern County

Capacity Projects

Project	Route	Project Description
45	7th Standard	Widen 7th Standard Road from I-5 to Santa Fe Way
51	Centennial Corridor Bakersfield	Centennial Corridor SR-58 Upgrade I-5 to SR 99 and east
15e	I-5	Widen I-5 between Fort Tejon and SR 99
54	SR 223	Widen SR 223 from 2 to 4 lanes and associated improvements
58	SR 119	Widen SR 119 from 2 to 4 Lanes Between SR 33 to Cherry Ave, and to Elk Hills Rd
59	SR 119	Widen SR 119 From 2 to 4 Lanes From Elk Hills Road to I-5, and to Buena Vista
66	SR 43	Widen SR 43 from SR 119 to Shafter
67	SR 46	Widen SR 46 from 2 to 4 Lanes Between SR 99 and Lost Hills
68	SR 58	Widen SR 58 Between I-5 and Allen Road (East of SR 43)
69	SR 58	Improve Capacity on SR 58 Directly East of Bakersfield (near Sandpatch grade)
77	SR 65	Widen SR 65 to four lanes Between James Rd and Merle Haggard Drive
99i	SR 99	Widen SR 99 between SR 223 and SR 119
99h	SR 99	Widen SR 99 from Beardsley Canal to 7th Standard Road
85	West Beltway	Develop Bakersfield West Beltway
91	Rail Intermodal	Expansion of Railex Facility at Delano
92	Inland Port	Shafter Inland Port Phase II and III
94	Rail (SJVR)	Expand capacity in Bakersfield yard to accommodate new unit grain carload business on sunset hub.

Operations Projects

Project	Route	Project Description
57	Meadows Field Airport	Meadows Field Air Cargo Improvements
61	SR 166	SR 166 Improve speeds from Cuyama grade to SR 33
89	Rail (SJVR)	SJVR– Shortline Rail Improvements
96	Rail (SJVR)	SJVR – Upgrade (286K compliant) and Replace Rail

0 4 8 Miles

Truck Stops (> 50 spaces)

Rest Areas

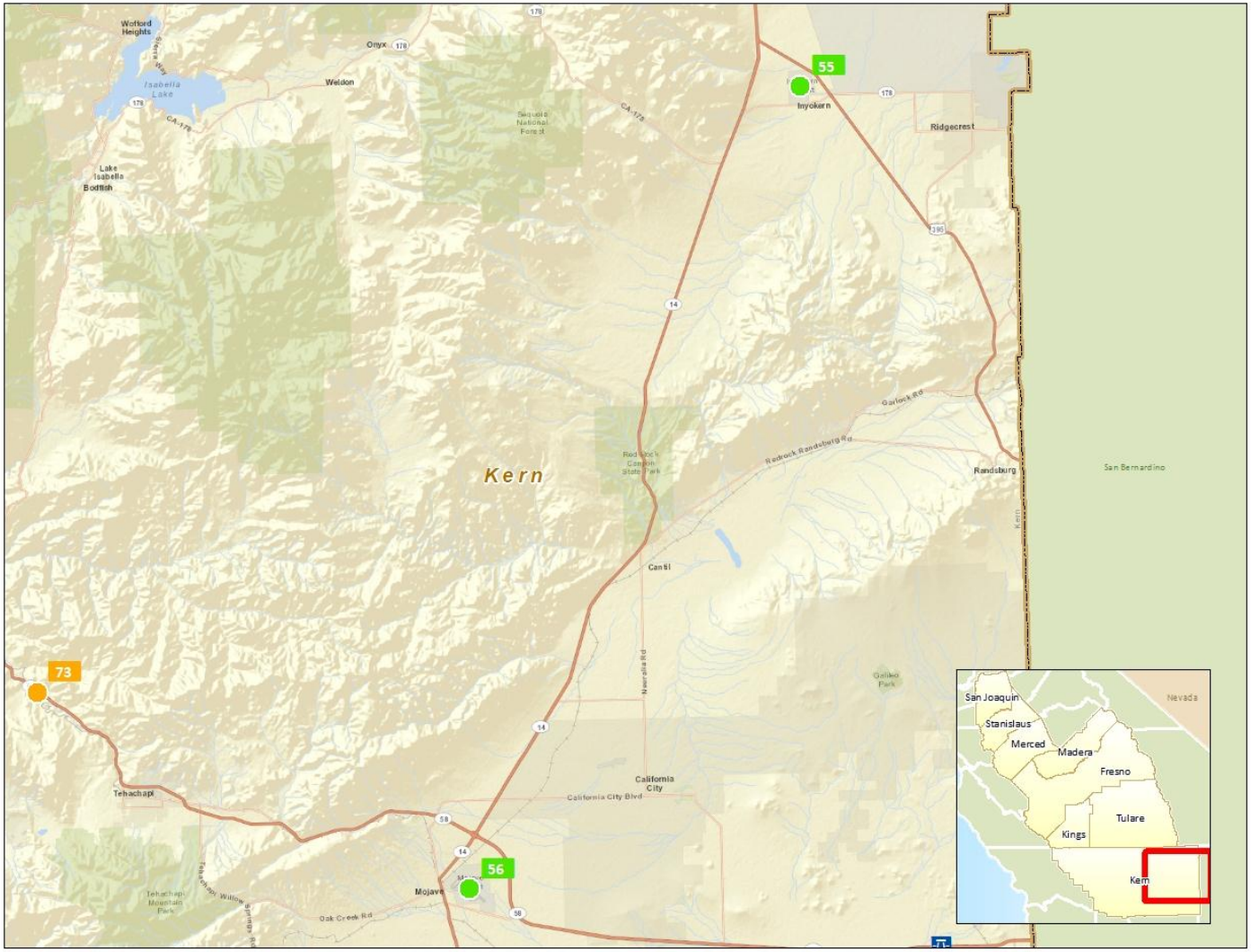
26 Operations Projects

73 Capacity Projects

SJV Counties

Other Counties

Proposed Project Locations



0 4 8 Miles

Truck Stops (> 50 spaces)

Rest Areas

26 Operations Projects

73 Capacity Projects

SJV Counties

Other Counties

Eastern Kern County

Capacity Projects

Project	Route	Project Description
73	SR-58	New SR 58 Truck Weigh Station (Near General Beale Road)

Operations Projects

Project	Route	Project Description
55	Air	Inyo-Kern Air Cargo Improvements
56	Mojave Spaceport	Mojave Airport Rail Access Improvements

Funding Recommendations for Goods Movement Projects

There are recognized shortfalls in the availability of many of the Federal and state sources for practical use in funding goods movement projects. For example, TIGER grants are extremely competitive- and in fact only about 5% of total applicants eventually receive an award. Likewise, the FHWA's Section 130 grants for grade crossing improvements are capped at $220 million dollars annually – money that is distributed among all 50 states (and thousands of potential grade crossing improvement projects). New sources of revenue- including the California Cap-and-Trade program – may take years before they become a fully capitalized, ongoing source of funding for goods movement projects. Therefore, like many other regions across the nation, the San Joaquin Valley must be proactive in searching and advocating for new sources of funding. In addition, SJV stakeholders can continue to build the right alliances to make sure that SJV projects have broad support from numerous stakeholders, as well as clearly demonstrated regional benefits. Several other funding recommendations are included on the following pages.

Recommendation #1 – Prepare for MAP-21 Actions

The region can work to strengthen the National Freight Policy and National Freight Network provisions to identify ways that the federal government, in partnership with the states and regions, will invest in and maintain the national freight network.

Provision	Action
Establishes National Freight Policy	Establishes a national freight policy, including establishing goals for national investment into freight infrastructure.
National Freight Strategic Plan	Calls for development of a National Freight Strategic Plan, that would assess the condition and performance of the national freight highway network. This requires the USDOT to identify highway bottlenecks, issues, and major trade corridors.
State Freight Advisory Committee and State Freight Plans	Encourages states to establish freight advisory committees, and develop state freight plans.
National Freight Network	Calls for the establishment of a National Freight Network. This network would consist of a primary network established by the FHWA, but also portions of the interstate system and critical rural freight corridors.

These new provisions suggest several opportunities for the San Joaquin Valley. For instance, the inclusion of critical rural freight corridors in the National Freight Network may be an opportunity for the SJV to gain national recognition for several of its critical rural corridors. It is likely that corridors will be selected for their importance to national commodity flows, and the national economic significance of these flows. Work completed throughout this SJV Interregional Goods Movement Plan lays the groundwork for the region to demonstrate the regional and national importance of several of its goods movement corridors, and may be a head start to getting National Freight Network designation.

Funding Recommendations for Goods Movement Projects (continued)

Recommendation #2 – Advocate for a Series of Short Line Rail Programs at the Regional and State Level

The Stakeholder outreach efforts completed during this San Joaquin Valley Goods Movement Study reveal strong support for short line rail systems. Stakeholders recognize that short line rail could, potentially, remove thousands of trucks from the region's highway system. This could bring benefits such as decreased congestion, decreased wear and tear on regional roads, reduced truck emissions, and reduced truck safety concerns. In response to this desire, the following recommendations were developed regarding potential policies and funding programs to support short line rail. Most of these programs would be state or federal-level programs. Therefore, the role of SJV stakeholders is mostly to advocate for these programs, or to offer potential pilot projects for the demonstration of the efficacy of any of these programs.

Potential Program	Program Summary
Freight Rail Assistance Program	• Grant or loan source at the state level to support short line rail maintenance or capacity projects • More than 30 states have such a program
Industrial Rail Access Program (IRAP)	• Provide grants and loans for build-out to rail-served industries • Facilitate development of transload and intermodal terminals in agricultural regions
Create Performance Goals for Short Line Rail	• Create performance targets for short line rail

- Numerous states across the nation have adopted freight rail assistance programs designed to address short line rail needs, to recognize the important role that rail has in job creation and economic development, and, in some cases, to formalize the state's participation in funding rail projects. More than 30 states have some kind of freight rail assistance program in place, including Kansas, Oregon, Wisconsin, Iowa, and Indiana. However, California is not one of these states. Though this type of program would be a state-level program, SJV stakeholders can advocate for the development of such a program.
- The development of an **Industrial Rail Access Program (IRAP)** could help to maintain the competitiveness of California's freight intensive industries. The program would focus on providing grants and loans to accomplish build-out to rail-served industries. It could also be used to facilitate the development of transload and intermodal terminals in agricultural regions. This program could be complemented with other actions at the state level, including a streamlined approval and permitting process for qualifying facilities, and the support of investments to provide sufficient main line capacity for handling industrial traffic generated by the new facilities.
- The development of **short line performance metrics** could help to better understand and quantify system needs throughout the SJV. Being able to quantify the costs of meeting these performance metrics would establish a baseline assessment of regional short line rail "needs". This would also help to position the region for successful grant applications for TIGER, or other competitive grant sources (for example if a California freight rail assistance program were to be established).

Funding Recommendations for Goods Movement Projects *(continued)*

Recommendation #3 – Other Potential Actions

Coordination with Other Plans

One of the needs highlighted by stakeholders in the public outreach process is the need for coordination between different transportation and goods movement planning efforts at the state and regional levels. Stakeholders expressed concern for a unified and consistent goods movement "vision", that is carried through all regional and state transportation planning efforts. Because of this concern, this plan coordinated closely with the California Statewide Rail Plan, the SR-99 Business Plan, and other ongoing studies. This is a concept of growing importance, in particular, when considering the opportunities presented by MAP-21.

Agency and Stakeholder Collaboration

Ongoing interregional collaboration can bring about reduced costs of service, improved service and better economic competitiveness for the region. This type of coordination is already occurring- for example this San Joaquin Valley Goods Movement Plan represents the combined goods movement planning efforts of all eight counties within the San Joaquin Valley. Likewise, other efforts of the San Joaquin Valley Regional Planning Agencies Policy Council has created a strong venue for collaborative, multiagency planning. This type of multiagency coordination has been successful in procuring Federal funds in the past—in particular, through competitive, nationwide programs, such as the TIGER grants in 2010, 2011, and 2012.

The San Joaquin Valley Interregional Goods Movement Plan

Appendix A:

Additional Recommendations

SJV Goods Movement Priority Projects: Air Quality Recommendations

The serious air pollution problems in the SJV require application of emission control measures and implementation of these measures depends critically on coordination between transportation planning agencies and environmental agencies. Air quality in the San Joaquin Valley is regulated by several agencies; each exercising varying levels of control. The **Federal government,** acts primarily through the EPA, State government, acts through the **California Air Resources Board (ARB)** and Bureau of Automotive Repair, and the local air pollution control districts, the **SJV Air Pollution Control District (APCD),** develops plans and implements control measures.

Many strategies are available to reduce emissions from the freight sector ranging from technology applications to infrastructure improvement projects, and from operations strategies to institutional and regulatory initiatives. Some of the strategies are shown below.

Technology Strategies	Anti-Idling Strategies	Energy Efficiency Strategies	Alternative Fuel Strategies
Retrofit older engines with diesel particulate filters or diesel oxidation catalysts	Truck Stop Electrification	Truck Speed Reduction	Ultra Low Sulfur Diesel (ULSD) fuel
Replace old engines with brand new engines	Auxiliary Power Units	Hybrid-Electric Vehicles	Compressed Natural Gas (CNG)
Retrofit older engines with selective catalytic reduction (SCR) systems	Anti-Idling Regulations	Improved Vehicle Aerodynamics	Liquefied Petroleum Gas (LPG)
Retrofit older engines with selective catalytic reduction (SCR) systems	Locomotive Idling Limit Devices	Improved Tire Efficiency	Emulsified Diesel Fuel
Convert engine to run on alternative fuels or electricity		Vehicle Weight Reduction	Biodiesel Fuel

SJV Goods Movement Priority Projects: Safety Recommendations

The movement of goods can have safety implications. For example, in 2010 there were 752 **truck-involved crashes** recorded in the SJV. Contributing factors can include poor driver performance, driver fatigue, and a lack of awareness of trucks by other roadway users. Other contributing factors are the unsafe condition of truck tires, poor weather conditions, or malfunctions of braking systems and steering systems. The mixing of rail and truck traffic at at-grade rail crossings can be a source of traffic- and safety-related concern. In 2011, the eight-county SJV had a total of 35 incidents at highway-rail grade crossings, including 31 train/vehicle incidents, and 4 incidents that involved pedestrians

Improving freight transport safety in the SJV requires the region's jurisdictions to collaborate with each other and with regional, state, and Federal agencies in the areas of engineering (infrastructure), education, enforcement, and operations.

- **Engineering Strategies.** Freight vehicle crashes can be reduced through implementation of improved roadway and rail crossing designs. Improving roadway infrastructure with respect to safety benefits freight and non-freight users alike.

- **Education Strategies.** Providing safety education to commercial vehicle operators helps ensure drivers are aware of and follow safe practices. Because truck-involved crashes often occur with passenger vehicles, it is also important to provide education to the driving public on how to safety drive in the presence of large trucks.

- **Enforcement Strategies.** Effective commercial vehicle enforcement programs help reduce truck-involved crashes, protect highways and bridges from unnecessary damage from overweight vehicles, and ensure hazardous materials are transported safely.

- **Operations and Management Strategies.** Operations and management strategies can be designed to help truck drivers operate safety by providing wayfaring information and additional facilities for drivers to pull over and rest. Some of these strategies (such as the availability of truck parking facilities) have been identified throughout this project as key issues facing the safety and efficiency of the region's transportation system.

SJV Goods Movement Priority Projects: Land Use Recommendations

Goods movement and freight facilities can affect land use. Even with the best mitigations, freight operations tend to create noise, traffic, and emissions. Uncoordinated land use planning that allows residential development adjacent to busy industry or freight facilities will likely lead to encroachment, disproportionate adverse impacts, and conflicts. If providing greater goods movement capacity requires expansion within existing rights-of-way that are immediately adjacent to residential or commercial uses or if there expansion beyond existing rights-of-way is necessary, this will be done more effectively if current land use plans acknowledge the potential conflicts. Protecting right-of-way in strategic goods movement corridors is an important element in land use planning that is often overlooked.

The land use strategies presented in the plan can help to better integrate freight into the land use planning process. Some strategies are to be implemented by the private sector, to help minimize the negative impacts of their necessary freight movement activities. Other strategies are to be implemented by the public sector, to ensure that land use design and planning recognizes freights needs and helps to plan for it. Implementing these concepts through combined action of public and private sector stakeholders can help to maximize the benefits of goods movement, while minimizing the negative impacts to communities and the environment.

These strategies can be classified into the following three types:

- **Land Use and Transportation Coordination Tools.** These tools focus on the recognition that land use and freight planning activities should be more closely coordinated. Doing so can help ensure that freight land uses have the space that they need to operate safely and efficiently. Conversely, better integration can ensure that freight land uses minimize their negative impacts on communities within which they locate and move through.

- **Operational and Educational Tools.** These tools focus on methods to streamline goods movement activities to increase the efficiency and safety of freight movement, or freight cargo pick-up or drop-off activities. Educational components (to the public and to freight system stakeholders) are also included in this category.

- **Transportation System Tools.** These tools focus on ensuring that transportation system design and operation minimizes potential negative impacts on local communities and the environment. They include strategies to mitigate safety, congestion, emissions, and other types of public nuisance (i.e., noise or lighting) from transportation system operations.

The details of these potential strategies are presented in the technical memorandum for Task 8 of the SJV Interregional Goods Movement Study.

The San Joaquin Valley Interregional Goods Movement Plan

Appendix B:

Federal and State Funding Sources

Federal Funding Sources for Goods Movement Projects

Congress reauthorized the Federal surface transportation programs in July 2012. The legislation – MAP-21 – maintains current Federal transportation funding levels (adjusted for inflation) for the Federal fiscal years 2013 and 2014. Based on these authorization levels it is likely that California will continue to receive Federal transportation funds for the next several or more years at levels consistent with what has been received under the previous transportation bills. In this funding climate and with continuing Congressional concerns about growth in the Federal deficit, MAP-21 did little to create new funding opportunities for freight transportation programs in the short-term. The longer-term outlook for Federal transportation funding is less clear, but Congress laid the groundwork in MAP-21 for what might eventually become a national freight program.

Despite MAP-21, funding sources at the Federal level remain slim. There are special and discretionary grants are monies set aside from the Federal Highway Trust Fund (and general revenue) by Congress for specific purposes. These grants can be awarded to state and local governments on a competitive basis or at discretion of the Secretary of Transportation. Examples are Projects of National and Regional Significance program and TIGER grant programs, both of which funded projects that improved freight movement within and between modes.

Though these grant programs are very competitive (for example only 5% of TIGER applications are successful, work completed in this plan may help to favorably position the region to be competitive. The U.S. DOT has moved to greater reliance on benefit-cost methodologies for selecting projects and the benefits evaluations contained in the SJV Inter-Regional Goods Movement Study should provide much of the basic information necessary to compile competitive grant applications.

Funding Source	Description
TIGER	The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program provides funds for road, rail, transit, and port projects. There have been five funding cycles to date, from 2009-2013. Total amount distributed in each funding cycle is between $473 million and $1.5 billion.
TIFIA	TIFIA provides Federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit and rail projects. The program is a low-cost debt program (borrowing tool) that may be accessed by the private sector (and in some cases the public sector). This can help to decrease the overall financing costs of the program. MAP-21 increased the funding for TIFIA to $750 million for FY 2013.
FRA Grant Programs	Though none of these programs are currently (as of Spring 2013) accepting new applications, the FRA has in the past offered several grant programs to support freight rail safety and maintenance. These include the Railroad Safety Technology Grant Program, the Rail Line Relocations and Improvement Capital Grant Program, and the Disaster Assistance program.
Projects of National and Regional Significance Program	MAP-21 continued this program from SAFETEA-LU as a discretionary grant program. Eligible projects now include certain freight rail, port, and intermodal freight transfer facilities. Funded at $500 million in FY 2013.

State Funding Sources for Goods Movement Projects

There are several California-specific programs available to help fund transportation projects. These programs are summarized below.

Funding Source	Description
State Transportation Improvement Program	The State Transportation Improvement Program (STIP) is the five-year plan adopted by the Commission for allocations of certain state transportation funds. Some of the sources for this fund include GARVEE bond proceeds, state gasoline and diesel fuel taxes, and reimbursements from the Federal Trust Fund for Federal Aid projects.
Interregional Transportation Improvement Program (ITIP)	The ITIP includes projects funded from the interregional program share of STIP funding. This represents 25% of new STIP funding. Projects are nominated by Caltrans in consultation with regional and local transportation authorities. Because of the inherently interregional nature of many freight projects, the SJV COGs may wish to advocate for a set-aside of some fraction of the funding to be reserved for freight projects with interregional significance. A number of the highway projects that cross county boundaries and even some of the connector projects that link to significant freight activity centers could be eligible for these funds.
Cap-and-Trade Program Funds	State legislation, AB 32 (Nunez 2006) mandates a reduction of statewide GHG emissions to 1990 levels by 2020. In accordance with that law, California has implemented a market-based, cap-and-trade program. Funds from the program can be used to further the purposes of AB 32. However, at this point the funding for the program is extremely limited.
State Section 190 Grade Separation Program	The Section 190 Grade Separation Program is a state-funded safety program that provides for the elimination of existing at-grade railroad crossings.
Infrastructure Financing Districts	California cities and counties have had authority since 1990 to create infrastructure financing districts (IFDs) to fund local infrastructure improvements. IFDs can divert an incremental portion of property tax revenues for 30 years to fund improvements including highways and transit projects. IFDs have been used very sparingly probably because of the cumbersome process for formation and the fact that redevelopment agencies were also authorized to divert incremental property tax revenues.
eCommerce Tax revenues	California law requires that residents pay a tax on the purchase amount of goods and services when their order is placed over the internet. The ecommerce tax rate is equal to the sales tax rate. The State estimates that this law will result in an additional $260 million in revenue for FY 2013. Currently there is no guarantee that these tax proceeds will be dedicated to transportation purposes.
Warehouse Business-Tax Revenues	It may be appropriate to levy a business tax on warehousing, distribution and logistics firms that benefit from the faster and more reliable truck travel times provided by the EWFC/I-15 project. In California, a business tax can be levied on all businesses in a similar trade, subject to two-thirds voter approval by the city, county or special district electorate
Public Private Partnerships	PPPs appear to be a viable means of facilitating project-specific funding, thereby reducing the pressure on other funding mechanisms. The major value of PPPs is not in providing capital that would otherwise be inaccessible, but in facilitating more rapid capital investment at a comparable or even lower financing cost.

The Port of Stockton celebrates its 80th anniversary by introducing its new all-water barge container service between Stockton and Oakland: "M-580 Marine Highway"

This new service demonstrates the port's ability to combine years of experience as a niche port with delivering additional advantages through innovative and expanding services for the San Joaquin Valley. The M-580 containers-on-barge service estimates three round trips per week, handling import and export traffic.

AS SIMPLE AS BOOKING TRUCKED CARGO

The process is the same. Steamship lines, NVOs, freight forwarders and customs brokers can quote your cargo costs inclusive of barge portion. Take advantage of this barge service for transporting maximum capacity containers that can be loaded heavier than the 80,000-pound weight limit for trucks traveling between Stockton and Oakland on the highways. This could translate into a notable savings in ocean freight to the cargo owners. The port's direct transfer to/from rails, warehouses and open spaces further enhance cargo loading/discharging and staging alternatives.

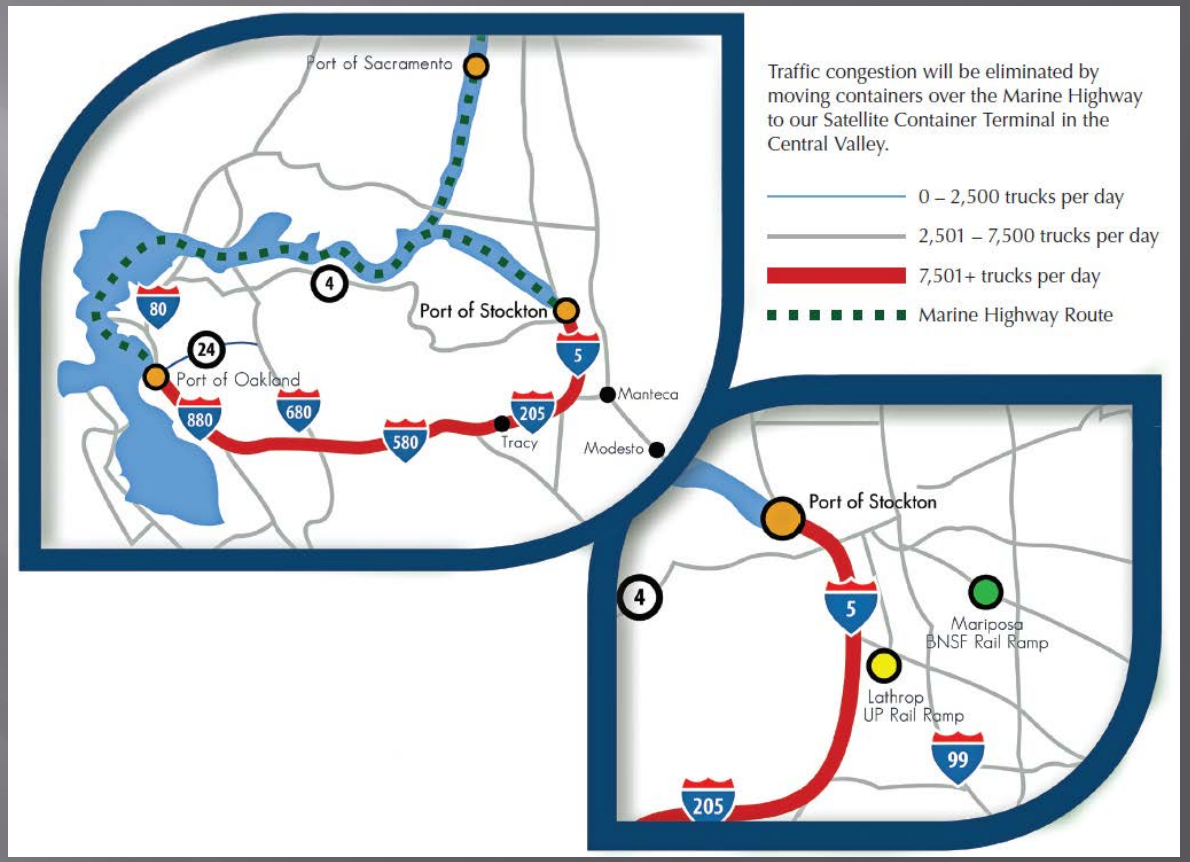
The port is available to discuss this new all-water alternative to trucking. Please contact us.

Port of Stockton
209.946.0246
portofstockton.com

The Solution

A transportation choice that will:

- Reduce transportation costs and free up working capital
- Ease scheduling and equipment shortages
- Create a "green" supply chain
- Creates jobs and stimulates economics to the community.



Project Advantages:

- Environmentally friendly alternative to the current mode of transportation.
- Reduces congestion on the road and increases public safety.
- The Barge will serve as an overweight corridor for export containers loaded at the Port of Stockton. Containers can be "overstuffed" resulting in a 20% cost savings to the shipper.
- Trucking companies support the project due to reduced cycle times, and equipment optimization.
- Congestion relief at the Port of Oakland Container terminals.

M580 Barge and Cranes at berth 14 Port of Stockton

Trucks lined up at the Oakland Container Terminals

M – 580 Marine Highway

Operating Plan

M - 580A 216 FEU/ 432 TEU Containers
M – 580B 144 FEU/ 288 TEU Containers
2 Export / Import Barges to start

Target Exports:

Agriculture products / grain, Bulk Commodities
Waste Paper
Scrap Metals
Wine
Tomato Paste

Target Imports:

Fertilizer
Retail
Wine

Container Reach Stacker

Designed to achieve maximum space utilization in intense container terminals and ports Maneuvers in tight spaces, off load and reload containers from and to a chassis. The Port of Stockton has 2 Reach stackers for use on 20′ and 40′ containers.

Brusco Tug Boats are California Air Resource Board compliant

M580A Barge at Berth 14

Who, What, When, Where, Why Frequently Asked Questions

What Days Does the Barge Sail?

- During the initial demonstration phase (June-July 2013), the sailing schedule will be set based on cargo demand. Once in full operation starting in late July, the sailing schedule and cutoff times will be published in advance and will be posted on our website. This schedule will be optimized to match up with ocean vessel calls at both Ports America Outer Harbor Terminal and SSAT Oakland International Container Terminal.

What is the Transit Time Between Oakland and Stockton?

- The average transit time for a one-way transit voyage is 9.5 hours at 8 knots.

At Which Terminals Does the M-580 Barge Call?

- Presently, the M-580 Green Trade Corridor services Port of America Outer Harbor Terminal and SSAT Oakland International Container Terminal. The Port of Stockton is working to expand services to other terminals based upon demand.

What Ocean Carriers Are You Working With?

- Yang Ming, MSC, CMA-GCM, Maersk, Hapag Lloyd, Hyundai and APL have all expressed an interest and participation in the service thus far. Depending upon customer needs, customers can book directly with participating ocean carriers, NVOCC's and/or drayage companies if door to door service is require.

Who, What, When, Where, Why Frequently Asked Questions

Do You Have Plans to Expand?

- The service is currently operating once a week with the Barge M-580A. Service is expected to expand to twice a week by the end of this summer with the M-580 followed by three to four voyages a week using both the M-580A and M-580B to meet anticipated demand.

Does the Barge Handle Maximum Capacity Loaded Containers?

- Yes! In fact one of the main benefits of using the Green Trade Corridor Service is the ability to load containers up to the maximum allowed volume of weight and cubic capacity of the container representing an estimated 20% savings on ocean freight charges for the shipper.

What is the Cost?

- At this time the rate is $275.00 one way between Stockton and Oakland stack to stack all in including fuel surcharge. The rate will be reviewed and adjusted as needed dependent upon variable cost changes customarily associated with supply chain logistics.

Will Containers Be Moved Between Individual Terminals at the Port of Oakland?

- No, however inter-terminal shifting of containers my be done at the shipper's expense

Who, What, When, Where, Why Frequently Asked Questions

Does the Barge Only Handle Export Containers?

- No, the Green Trade Corridor Service will equally service both the export and import containers.

Who Do I Contact For More Information Regarding the Service?

- Contact the Port of Stockton Operations Department at (209) 946-0246.

How Do Source Empty Containers/Chassis to Ship Via the Green Trade Corridor?

- Empty containers and chassis may be sourced from the ocean carriers, existing customer drayage companies or chassis providers. An off dock public container and chassis pool is being developed and will provide another local source of equipment in the very near future.

The Benefits

M580 Marine Highway eliminates the hidden costs in your logistics chain and delivers real results.

Improve Logistics Tighten your logistics chain by avoiding costly traffic slowdowns and terminal delays. Avoid extra costs by discharging and interchanging containers in the Central Valley at a proximate location to your distribution center or production facility, as well as two Class I rail intermodal facilities. We will handle the entire move between the ocean vessel and your facility for scheduled just-in-time service.

Reduce Costs M580 Marine Highway will move your goods at competitive rates while utilizing substantially less fuel. Additionally, the Satellite Container Terminal at the Port of Stockton can lower costs and free up working capital. It will improve your cycle time, productivity and velocity through your distribution center while reducing container storage requirements and demurrage.

Enhance Air Quality M580 Marine Highway will remove more than 600 tons of harmful toxic air emissions from California's skies every day. So, reduce your carbon footprint and fuel consumption while improving the air quality in one of the most polluted regions in America. Join the thousands of companies that are choosing sound business alternatives and building a green image.

Relieve Congestion Shippers and truckers who use the overcrowded, congested West Coast ports have been searching for the relief Americas Marine Highway can provide. It will remove 350 trucks from the port and highway system with every barge move — reducing the frustration, the wear and tear on California's infrastructure, and the associated costs passed through to shippers.

Increase Safety There are 155 times more fatalities on highways than in marine transportation. Choose a safer alternative by utilizing the nation's waterways and improve highway safety in your community.

M580 Marine Highway is scheduled to start in spring 2013

To utilize this service and discuss a partnership, contact Rebecca rbarron@stocktonport.com or Jill McAuliffe jmcauliffe@stocktonport.com at the Port of Stockton 209-946-0246.

Question?