

TRANSPORTATION WORK GROUP (TRANS)

Lead Organization: Great Valley Center

ACTIONS	STATUS	2007-2009 - FINAL REPORT ACTIVITIES
OVERALL WORK GROUP STAFFING REQUIREMENTS		
Plan, organize and manage all work group meetings; maintain work group records and minutes; maintain Transportation portion of Partnership web site; provide quarterly reports.	O N G O I N G	
Goal 1: Implement a universally accepted Route 99 Corridor Master Plan (Enhancement and Business Plan Elements) for the 274-mile section within the San Joaquin Valley as a leading economic development strategy.	<input type="checkbox"/>	
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.		
Work with Caltrans and the Council of Governments (COGs) to work toward implementation schedule for projects and additional funding.	C	At the request of the Partnership, Caltrans accelerated completion of the Highway 99 Business Plan which calls for \$6.4 billion to be invested over the next 10 years. Advocacy by the Partnership resulted in a \$1 billion earmark by the Governor and legislature to jump-start Highway 99 improvements.
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.		
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.		
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.		
Provide educational opportunities for elected officials and staff on benefits of corridor-adjacent land use policies.		

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<p>Goal 2: Improve safety and capacity of vital east-west corridors. <i>(Assumes timing of Blueprint work is conducive to proposed action items according to the schedule outlined in the Partnership Strategic Action Plan)</i></p>	<input type="checkbox"/>	
<p>Objective A: Support construction projects to improve safety and capacity of vital east-west corridors.</p>		
<p>Work with COGs and Blueprint Regional Advisory Committee (BRAC) to discuss potential safety and capacity improvements vital east-west corridors.</p>		
<p>Work with Transportation Work Group to assist Caltrans in development of East-West Corridor Plan.</p>		
<p>Objective B: Incorporate plans for improving east-west corridors into Regional Blueprint Plan.</p>		
<p>With COGs, Work Group will develop appropriate east-west corridor land use patterns to address Blueprint land use goals.</p>		
<p>Goal 3: Improve goods movement within the region to increase economic vitality, traffic safety, and mobility.</p>	<input type="checkbox"/>	
<p>Objective A: Increase benefits to the San Joaquin Valley from goods movement through a “goods movement enhancement system” specific to the region.</p>		
<p>Engage Work Group in efforts by Business Housing and Transportation Agency (BTH) and CAL/EPA to develop the San Joaquin Valley Regional Goods Movement Action Plan.</p>	<p>IP</p>	<p>Partnership worked with Regional Policy Council to form partnership with Northern California to compete for the \$2 billion Trade Corridor Improvement Fund. Provided through Prop 1B for infrastructure improvements along trade corridors with a high volume of freight movement. Together the coalition secured more than \$824 million for regional projects adopted by the California Transportation Commission. This included the adoption of five Valley infrastructure improvement projects totaling more than \$205 million.</p>
<p>Goal 4: Enhance goods movement capacity while increasing safety, decreasing congestion, improving air quality, and promoting economic development.</p>	<input type="checkbox"/>	
<p>Objective A: Accommodate current and future goods movement needs while improving air quality and economic prosperity.</p>		
<p>Working through BTH, analysis of projects to augment goods movement will be conducted.</p>		
<p>Identification of subgroup of interested stakeholders to identify and prioritize issues and projects to improve goods movement.</p>		

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Goal 5: Develop a sustainable regionwide transit system.	<input type="checkbox"/>	Partnership and Regional Transportation Planning Agencies combined efforts to ensure high-speed rail system serves needs of entire San Joaquin Valley. Worked toward successful passage of AB 3034 and Prop 1A, ensuring that the Altamont Corridor, Valley segments and a maintenance facility would be eligible for funding.
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.		
Goal 6: Transform roadside rest stops into user-friendly amenities that benefit the overall region and host communities.	<input type="checkbox"/>	
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.		
Goal 7: Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.	<input type="checkbox"/>	
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.		
Objective B: Incorporate into regional transportation plans those actions that support and encourage implementation of the Regional Blueprint Plan.	C	Scenario B+ has been adopted as 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.		
Goal 8: Improve understanding by public officials and public of the relationship between investments in transportation improvements and economic development.	<input type="checkbox"/>	
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.		
Goal 9: Implement "intelligent transportation system" (ITS) technologies to assist the region in achieving mobility goals.	<input type="checkbox"/>	

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Caltrans and/or COG representative will provide status report to Work group on San Joaquin Valley ITS Strategic Deployment Plan.			
Goal 10: Assure the high-speed rail system, if implemented, supports the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals.	<input type="checkbox"/>	IP	Partnership worked with Valley stakeholders to support the state's application to the Federal Railroad Administration for \$1.4 billion in funding for the two Valley segments that met the qualifications for design/build work under the ARRA HSR application requirements: Bakersfield to Fresno and Fresno to Merced. Continue to support the NEPA/CEQA work on the other Valley segments.
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the State in meeting transportation goals.			
Facilitate updates for Work Group that present benefits and challenges that could result from implementation.			
Challenges/Problems/Bottlenecks/Feedback encountered during the quarter			
New funds leveraged during the quarter.			