

Regional Blueprint Planning Program		
Project Title:	San Joaquin Valley Regional Blueprint	
Location (county/city):	San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kern, and Kings Counties	
	Applicants	Sub-recipient(s)
Organization	Council of Fresno County Governments; Kern County Council of Governments; Kings County Assoc. of Governments; Merced County Assoc. of Governments; Madera County Transportation Commission; San Joaquin Council of Governments; Stanislaus Council of Governments; Tulare County Assoc. of Governments	Great Valley Center
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Funding Information for FY2005/2006		Identify Fund Source
Grant Funds Requested	\$2,508,000	Blueprint Planning Grant
Cash Local Match	\$ 462,000	Local / Air District / GVC
In-kind Local Match		
Other Funding		
Total Cost	\$2,970,000	
Funding Information for FY 2006/2007		Identify Fund Source
Grant Funds Requested	\$4,332,000	Blueprint Planning Grant
Cash Local Match	\$ 998,000	Local / Air District / GVC
In-kind Local Match		
Other Funding		
Total Cost	\$5,330,000	
Funding Information for FY 2007/2008		Identify Fund Source
Grant Funds Requested	\$1,160,000	Blueprint Grant
Cash Local Match	\$ 290,000	Local / Air District / GVC
In-kind Local Match		
Other Funding		
Total Cost	\$1,450,000	

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To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

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San Joaquin Valley Region Blueprint
Introduction



The economic, social and environmental choices made here over the next five years will not only affect the economic future of the region, but that of the state as a whole.

The San Joaquin (SJ) Valley, the southern watershed of California's Great Central Valley, is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, and large urban environments. The 240-mile long valley stretches from Stockton to Bakersfield and encompasses the 8-county region (Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin) lying south of the Sacramento-San Joaquin River Delta.

It has been said about this region that as goes the SJ Valley, so goes California...and as goes the State, so goes the nation. Yet, fundamental economic, social, and environmental aspects of the SJ Valley make it a vastly different place from the rest of the state. Over the next four decades, demographers project the bulk of the Golden State's relentless population growth will occur within this expansive region. More importantly, the nature of the SJ Valley's projected growth will leave it younger and more diverse than any part of the state. Today, 3.3 million people live in the SJ Valley. According to the Department of Finance, the SJ Valley's population will have grown 131% by 2050.

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How will the region accommodate this anticipated growth? Will it be through expansion of current cities or the development of new ones? How will intra and interregional transportation accommodate commuters, travelers, and goods movement? And how will the balance be maintained between the development of new infrastructure and the need to preserve the region's most important resources?

A look at the current economy of the region points to agriculture as the SJ Valley's economic base. Nine of California's top ten grossing agricultural counties are located in the SJ Valley and more than 350 different crops are grown here. Direct farm employment constitutes 12% of total jobs and an additional 28% are farm related. **In fact, if the SJ Valley were a state, it would be ranked first in the nation in agricultural production.** (Nuffer, Smith Tucker, 2000) However, the growth of agriculture in the SJ Valley has converted much of the historic native grasslands, woodlands, and wetlands to farmland.

While growth of agriculture has altered some of the natural environmental landscape over time, perhaps even more concerning is the rate at which prime agricultural land is being converted to urban uses. According to the American Farmland Trust, from 1992-1998 almost 15,000 acres of

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prime or farmland of statewide importance within the Northern SJ Valley was shifted to urban and built-up land ([CA Department of Conservation figures](#)). In the Southern SJ Valley, during this same time period, nearly 37,000 acres of farmland was converted to urban uses in these southern five counties ([CA Department of Conservation figures](#)).

Much of the land conversion is due to the attractiveness of SJ Valley home prices to residents of the Bay Area and Los Angeles regions. However, these new SJ Valley residents often commute back to their place of origin for employment compounding transportation impacts, air quality dynamics, and presenting significant civic engagement challenges.

Interstate 5 and Highway 99 run along the entire length of the SJ Valley however I-5 runs along the west side and bypasses major population centers, while Highway 99 runs through them. Because of this, Highway 99 bears the yeoman's share of commuter traffic, and is also burdened with extraordinary truck traffic transporting goods. Insufficient for current traffic loads, Highway 99 is further impacted by industrial growth and new distribution centers, especially in the Southern SJ Valley.

These observations are of great concern, but perhaps more dramatic are some of the findings recently released in February 4, 2005 Congressional Research Services Report:

- According to statistics from the U.S. Department of Commerce, the per capita income of every single Metropolitan Statistical Area in the SJ Valley is lower than Appalachia.
- The SJ Valley has some of the worst air quality in the nation. During 2003-2005, The SJ Valley air basin was one of only two areas in the United States classified by USEPA as "extreme" nonattainment under the 1-hour ozone standard. As of June 15, 2005, the entire SJ Valley air basin has been classified as "serious" for nonattainment under the newer USEPA 8-hour ozone standard.
- Socioeconomic conditions in the SJ Valley as measured by a range of variables including per capita income, poverty and unemployment rates, and median household income reveal an area that falls significantly below national and California averages.
- Projected population growth for the SJ Valley between 2003 and 2020 is 39.0% compared to a growth rate of 15.5% for the United States and 23.6% for California.
- In 2002, the SJ Valley received \$1,295 per capita less (21%) than the Appalachian Regional Commission region in direct federal expenditures and obligations. The ARC region received \$783 less than the national per capita rate while the San Joaquin Valley received \$2,078 less than the national per capita rate.

At both the federal and state levels, policymakers have begun to recognize the extraordinary challenges facing the SJ Valley. Through executive orders issued by two presidents, the Federal Interagency Task Force was formed to help coordinate federal efforts within the region. And just this year, Governor Schwarzenegger signed an executive order creating the *California Partnership for the San Joaquin Valley*, a state effort to direct resources to the region. Through the Blueprint process, regional leaders will work closely with the Partnership to address the significant issues facing the region. Teaming with the SJ Valley Partnership will enable pooling of resources, consistency of vision, and combined momentum to solutions to the forefront.

The window of opportunity is now, for if economic growth and human infrastructure development continue without concern for cumulative environmental and agricultural impacts,

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even the fragmentary resources from the past which are left today will be gone. And without economic growth and accompanying infrastructure development, the region will continue to fall behind, dragging the rest of the state with it as environmental, economic, and social conditions deteriorate.

Combining resources from the Blueprint grant with those of the SJ Valley Partnership and the determination of regions leaders, a promising vision for the region is possible. With continued commitment, the vision can be moved forward into a new reality for the SJ Valley; a future the region deserves.

Existing San Joaquin Valley Regional MPO Connections

The SJ Valley MPOs have a long history of working together to ensure a coordinated and comprehensive approach to transportation and air quality planning. Several years ago these agencies developed a formal relationship that included the eight SJ Valley Transportation Planning Agencies (TPAs) and the SJ Valley Air Pollution Control District (SJ Valley Air District). Coordination among these agencies has proven to be very effective and several initiatives have been developed to date. The eight SJ Valley TPA Directors' Group meets on a bimonthly basis or as needed. Through the impetus of the SJ Valley TPA Directors, the eight SJ Valley TPAs and the SJ Valley Air District have executed a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach.

The SJ Valley TPAs further have identified major transportation/air quality planning issues and have established staff sub-committees to discuss and develop coordinated and consistent planning strategies. The critical planning areas include transportation modeling, development of Regional Transportation Plans (RTP) and Regional Transportation Improvement Programs (RTIP) Air Quality Conformity Plans, Transportation Control Measures (TCM) and coordinating comments on proposed air quality plans, rules, regulations and new standards. Other issues which are being discussed cooperatively include: development of a SJ Valley-wide Geographic Information System (GIS) program, Truck and Goods Movement coordination, Intelligent Transportation Systems (ITS) architecture planning and maintenance and the current status of the management systems issue.

The SJ Valley TPA Directors group meets with Caltrans and SJ Valley Air District staff on a quarterly basis, and the sub-committees and working groups meet frequently, as needed, in an effort to fully coordinate their areas of assignment. In addition, the SJ Valley TPA Directors propose to continue joint funding for a valley wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related air quality modeling within the SJ Valley is accomplished on a consistent and timely basis

In addition to the coordination issues identified above, increasing inter-jurisdictional communication is beginning to take place on the future of high-speed rail in California and its potential impacts on the SJ Valley. The SJ Valley TPAs and Caltrans have also worked together in pursuit of an Interstate designation for State Route 99.

Previous Work Completed

- Formation of the eight SJValley TPA Directors Group.

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- Coordination of public transit issues among the Valley transit agencies.
- Executed MOU with the eight SJ Valley TPAs and the District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Coordination of SJ Valley TPA sub-committees.
- Continuity of air quality transportation planning approaches with the SJ Valley Air District.
- Adoption of the SJ Valley TCM program.
- Structuring agreements between Fresno/Madera/Kings to accomplish air quality conformity certifications.
- Hosted State of California High Speed Rail Commission and High Speed Rail Authority meetings
- Coordination with the eight SJ Valley TPAs, the SJ Valley Air District, and Caltrans (Districts 6 and 10) to complete a SJ Valley-wide Goods Movement Study (Phases I and II).

San Joaquin Valley Regional Blueprint Introduction to Work Plan Elements

Committed to interfacing with the SJ Valley Partnership, the SJ Valley Regional Blueprint will provide process and product to support long-range planning for the region and compliment the work of the Partnership.

The following process components will underlie all work during the course of The SJ Valley Regional Blueprint for 2020 and beyond:

- **Thinking Regionally** – Understanding that opportunities and challenges are not bound by jurisdictional boundaries, the SJ Valley Regional Blueprint will engage SJ COGs, elected officials, business representatives, industry, interest and community groups and the public-at-large to develop a vision that recognizes this interdependency.
- **Effective Partnering** – Recognizing the need for the region to compete globally, the SJ Valley Regional Blueprint will work to develop effective and strategic partnerships to advance the regional economy and protect regional resources.
- **Inclusive Participation** – Acknowledging the importance of participation from the diverse constituency of the region, the SJ Valley Regional Blueprint will strive to include representation of race, ethnicity, gender, geography, and profession to help ensure success.
- **Consensus Building** – Working towards a common SJ Valley Regional Blueprint will provide opportunities for constructive conversations and debate to facilitate the melding of multiple needs into a comprehensive regional vision.
- **Information Integration** – Assembling and assimilating currently unrelated datasets into a comprehensive and integrated decision-making tool, the SJ Valley Regional Blueprint will develop scenario planning to assure efficient resources choices that affect the future of the SJ Valley are made with the best available regional information.

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Throughout the process multiple strategies will be employed to further the development of each component and each component will be utilized to support underlying values and principles. While these values and principles will need to be developed and affirmed by the region, the following are the basic elements that will be built upon throughout the two-year Blueprint Vision process and beyond:

Broad Public Outreach & Engagement	Integration of Multiple Planning Tools
Infrastructure Plans to Support Quality of Life	
Efficient Land Use to Accommodate Agriculture, Industry, Business, Housing, & Resources	
Utilization of Technology to Optimize Regional Decision-making & Civic Engagement	
Optimization of New Partnerships	Commitment to Implementation through Consensus
Recognition that Failure to Plan is Planning to Fail	

Attachment 2

**San Joaquin Valley Regional Blueprint Work Plan
& Evaluation Report**

Preparation for Planning Work Element: (3 months)

1. Product: Establish Institutional Framework Local and Regional

Proposed Outcomes (both local and regional):

- ◆ Contact and the engagement of a broad range of SJ Valley stakeholders
- ◆ Identification of the decision-making process.
- ◆ Identification of necessary committees to facilitate the decision making process.
- ◆ Identification of roles and responsibilities of various stakeholders.
- ◆ Commitment from stakeholders to participate in planning process.

Activities and Tasks – (both local and regional):

- ◆ Identify local potentially affected interests and stakeholders that need to be involved in the decision making process (Jan 30, 2006);
- ◆ Solicit participation from local, state and federal agencies; organizations and individuals with land use, housing, transportation, environmental and economic interests;
- ◆ Define and concur on the problem solving and decision making process;
- ◆ Define and concur on committee structure and purposes;
- ◆ Prepare committee bylaws for each committee; and
- ◆ Prepare conflict resolution memorandum.

Significant Milestones

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- ◆ February 2006-Local committee structure and decision making process established
- ◆ March 2006 – Regional committee structure and decision making process begins

Deliverables (Interim and Final) by State fiscal Year:

- ◆ See Attachment 3

Cost Estimate:

- ◆ See Attachment 3

2. **Product: Develop Regional and Local Community Outreach Plans**

Proposed Outcomes (both local and regional):

- ◆ Develop Community Outreach Plans

Activities and Tasks (both local and regional):

- ◆ Assess citizen participation needs –
 - Where is the MPO/Region lacking?
 - Legitimacy of agency/project/process?
 - Responsiveness & credibility?
 - Effectiveness?
- ◆ Identify specific citizen participation objectives that the MPO/Region intends to achieve;
- ◆ Select citizen participation techniques that will support identified objectives;
- ◆ Identify potentially affected interest groups that need to be involved in the planning process;
- ◆ Identify best practices for successful group participation;
- ◆ Form focus groups and engage all segments of the population, specifically:
 - Employers and business;
 - Labor and workers;
 - Environmental and conservation groups;
 - Community-based organizations; and
 - Social equity organizations.
- ◆ Prepare a detailed task list and schedule of the strategic outreach techniques selected;
- ◆ Interface the outreach schedule with the technical tasks and planning process;
- ◆ Provide citizen participation training;
- ◆ Schedule regular debriefing sessions to determine what is working and what is not (ongoing); and
- ◆ Evaluate and adjust the Citizen Participation Program accordingly (ongoing).

Significant Milestones

- ◆ March 2006-Regional and Local Community Outreach Plans

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ March 2006 - Regional and Local Community Outreach Plans

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Cost Estimate:

- ◆ See Attachment 3

GIS Development & Modeling Tools Work Element (18 months)

1. Products: Establish a SJ Valley Regional Blueprint Modeling Group

Proposed Outcomes:

- ◆ Updated valley-wide Traffic Model;
- ◆ Valley-wide Land Use Model (LUM);
- ◆ Valley-wide GIS data layer standards;
- ◆ Valley-wide GIS data for LUM;
- ◆ Local LUM for local, regional and valley-wide land use scenarios; and
- ◆ Formation of a valley-wide LUM Users Group

Activities and Tasks:

- ◆ Form a Regional Blueprint Model Steering Committee (MSC);
- ◆ Local Transportation Planning Agencies meet to discuss options and select one for updating valley-wide Traffic Model data;
- ◆ MSC to evaluate available Modeling tools;
- ◆ Selection of preferred Modeling tools;
- ◆ Inventory of existing GIS data (each county);
- ◆ MSC to determine valley-wide GIS data standards;
- ◆ Conversion of existing GIS data to valley-wide standard (each county);
- ◆ Collection and documentation of Demographic data;
- ◆ Collection and documentation of Economic and Employment projections;
- ◆ Collection and documentation of Population and Housing projections;
- ◆ Meet with Resource agencies to gather Environmental GIS layers;
- ◆ Collection and documentation of Land Use Plans (each county);
- ◆ Collection and documentation of Traffic Projections (each county);
- ◆ Train staff to use LUM;
- ◆ Form LUM Users Group to meet monthly for the first year;
- ◆ Load data into LUM;
- ◆ Calibrate LUM (each county); and
- ◆ Develop inputs for LUM based on possible policy changes for alternative scenarios.

Significant Milestones:

- ◆ February 2006 – Regional MSC formed;
- ◆ February 2006 - Traffic Model update Plan from TPAs;
- ◆ March 2006 - Evaluation and selection of Modeling tools;
- ◆ April 2006 - Inventory of existing GIS data;
- ◆ April 2006 - Valley-wide GIS data standards from MSC;
- ◆ April 2006 -Meet with Resource Agencies for Environmental data;
- ◆ June 2006 -Conversion of existing data;
- ◆ July 2006 - LUM Users Group formed;
- ◆ August 2006 - GIS data and Demographic data collected;

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- ◆ August 2006 - LUM Users Group trained on Modeling tools;
- ◆ October 2006 - Models loaded and Calibrated;
- ◆ October 2006 - Traffic model updated with valley-wide data; and
- ◆ October 2006- beyond- Modeling tools adjusted as needed.

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ See Attachment 3

Cost Estimate:

- ◆ See Attachment 3

Planning Process Work Element: (21 months)

1. Objective: Obtain local, regional and State buy-in regarding the SJ Valley Blueprint issues, challenges, solutions, and decision-making processes.

Proposed Outcomes:

- ◆ Create a foundation to establish and maintain legitimacy of planning process, decision making process, and ultimate conclusions of the planning effort; and
- ◆ Improved coordination and consistency of economic, housing, transportation and environmental planning.

Activities and Tasks:

- ◆ Convene a Blueprint Vision Summit of regional leaders to outline the process and brainstorm the regional objectives (April 2006);
- ◆ Implement a regional media campaign to announce the launching of this planning effort- as defined in the community outreach plan (April 2006);
- ◆ Prepare Blueprint press releases describing the problem solving and decision making process;
- ◆ Conduct one-on-one Blueprint interviews with key SJ Valley stakeholders to discuss the problem solving and decision making process;
- ◆ Present problem solving and decision making process to interested parties; and
- ◆ Develop a 10- minute informational Blueprint video.

Significant Milestones:

- ◆ April 2006 –Conduct Blueprint Media Campaign; and
- ◆ April 2006-Hold Regional Blueprint Vision Summit

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ See Attachment 3

Cost Estimate:

- ◆ See Attachment 3

2. Objective: Implement Institutional Framework (Regional and local)

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Proposed Outcomes:

- ◆ Active engagement of stakeholders;
- ◆ To keep stakeholders involved and informed about the planning process;
- ◆ Coordination of planning efforts;
- ◆ Use of GIS technology in the development of the planning process;
- ◆ Connect relationship of this planning process with other planning process; and
- ◆ Develop local government commitment and buy-in to utilize results of the Regional Blueprint planning effort.

Activities and Tasks:

- ◆ Prepare and distribute meeting agendas, staff reports and supporting materials;
- ◆ Coordinate and maintain committee membership;
- ◆ Facilitate committee meetings;
- ◆ Prepare follow-up materials including minutes of meetings;
- ◆ Provide communication between committee groups;
- ◆ Prepare presentations regarding the results of Blueprint decision making process;
- ◆ Attend local meetings to disperse information regarding the Blueprint process; and
- ◆ Provide the liaison between the San Joaquin Valley Partnership and the Blueprint process.

Significant Milestones:

- ◆ Regularly scheduled committee meetings

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ See Attachment 3

Cost estimate:

- ◆ See Attachment 3

3. Objective: Implement Regional and local Community Outreach Plans

Proposed Outcomes:

- ◆ Involve the public and stakeholders in Blueprint planning process; and
- ◆ The end product of the planning effort is doable without strong opposition and supported by key stakeholders.

Activities and Tasks:

- ◆ Implement the tasks identified in the community outreach plans for both the local and regional level.

Significant Milestones:

- ◆ Dependent on approved community and regional outreach plans.

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ See Attachment 3

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Cost Estimate:

- ◆ See Attachment 3

4. Objective: Implement Planning process

Proposed Outcomes:

- ◆ Engagement with a broad range of public and private stakeholders, including local elected officials, city and county agencies, federal and state resource protection agencies, civic and community leadership organizations, and the general public, including sustained involvement and long-term support for the ongoing collaborative planning process;
- ◆ Improved coordination and consistency of economic development and jobs, housing, transportation, and environmental planning;
- ◆ Transportation infrastructure that supports improved mobility and air quality and reduced single-occupant vehicle trips (including encouraging more walking and bicycling);
- ◆ Planning to accommodate an adequate supply of housing by income group on a more efficient land use pattern over the next twenty years that:
 - Promotes mixed-use development and increasing housing and commercial development around transit facilities;
 - Optimizes infill/refill and identifies priority areas for transit oriented development;
 - Minimizes impacts on productive farmland and valuable habitat;
 - Provides a foundation for improved mobility, reduced single-occupant vehicle trips (including encouraging more walking and bicycling) and improved air quality;
 - Reduces sprawl and promotes more efficient land use in new edge development;
 - Promotes resource use efficiency (energy, water and materials conservation); and
 - Identifies specific geographic areas within the region that are priorities for increasing the amount and rate of housing development and jobs and/or the type of housing;
- ◆ Incorporation of green infrastructure (i.e., waterways, wetlands, woodlands, wildlife habitats, and other natural areas; greenways, parks and other conservation lands; working farms, ranches and forests; and wilderness and other open spaces) into regional planning;
- ◆ Use of technology in the development of the Regional Blueprint Plan and the dissemination of information to partners, stakeholders and the public;
- ◆ Identify the relationship of the Regional Blueprint to the vision, goals and objectives of other plans within the region;
- ◆ Identify the connection to existing interregional partnerships, studies in progress, and modeling enhancements; and
- ◆ Development of local government commitment to incorporate the results of the Regional Blueprint into the Regional Transportation Plan, local General Plans and other relevant planning efforts.

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Activities and Tasks:

- ◆ Develop Local and Regional Vision;
- ◆ Develop Local and Regional Blueprint Vision Goal and Objectives;
- ◆ Develop Local and Regional Blueprint performance measures based on goals;
- ◆ Develop a base case Blueprint Scenario- implementation of existing plans, the null alternative;
- ◆ Evaluate the base case Blueprint Scenario with community and regional vision, values, goals and objectives -Is this the future for the Valley?
- ◆ Develop and define possible Blueprint Guiding Principles and menu of strategies that could improve quality of life for each:
 - Land Use
 - Housing
 - Economic Development
 - Transportation System
 - Environmental protection;
- ◆ Obtain local buy in on possible Blueprint Guiding Principles;
- ◆ Develop Blueprint Scenarios:
Develop Preliminary Future Local and Regional Blueprint Scenarios
 - Land Use
 - Housing
 - Economic Development
 - Transportation System
 - Environmental protection;
- ◆ Evaluate preliminary Local and Regional Blueprint Scenarios;
- ◆ Develop Revised Local and Regional Future Blueprint Scenarios based on input from Stakeholders;
- ◆ Develop Local and Regional implementing policies and actions to achieve each Blueprint Scenario;
- ◆ Evaluate Local and Regional Blueprint Scenarios;
- ◆ Select preferred Local and Regional Blueprint Scenario and implementing strategies;
- ◆ Identify Blueprint Phase II follow-up actions to implement strategies:
 - Monitoring and evaluation program
 - Continue to update databases.

Significant Milestones:

- ◆ June 2006 –Develop Blueprint Vision;
- ◆ Sept 2006 –Develop Blueprint Goals;
- ◆ Dec 2006 –Develop Blueprint Performance Measures;
- ◆ Jan 2007 - Create Blueprint Base Case Scenario (Null Alternative);
- ◆ Mar 2007 –Develop Blueprint Guiding Principles and menu of strategies;
- ◆ May 2007 –Preliminary Blueprint Conceptual Scenarios
- ◆ Aug 2007 –Revised Blueprint Conceptual Scenarios;
- ◆ Dec 2007 –Select Blueprint Conceptual Scenario; and
- ◆ Dec 2007 –Prepare follow up tasks for Blueprint Phase II (future)

Deliverables (Interim and Final) by State Fiscal Year:

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- ◆ See Attachment 3

Cost Estimate:

- ◆ See Attachment 3

Blueprint Project Management Work Element (24 months)

Objective: Project Management - local and regional

Activities and Tasks:

- ◆ Weekly status reports to COGs and Great Valley Center (GVC);
- ◆ Weekly coordination with lead staff members;
- ◆ Monthly conference calls with COGs and GVC;
- ◆ GVC Contract management;
- ◆ GVC weekly status reports on Blueprint forums planning;
- ◆ Media outreach status reports as needed;
- ◆ Quarterly reports to Caltrans;
- ◆ Yearly reports to Caltrans;
- ◆ Billing administration;
- ◆ Accounting administration;
- ◆ Filing administration; and
- ◆ Hosting of valley wide web site and coordination administration;
- ◆ Evaluation of Blueprint Vision process; and
- ◆ Final Blueprint follow-up (Phase I).

Significant Milestones:

- ◆ April 2006 –Regional Blueprint Kick-off meeting involving Governor, SJ Valley Partnership, SJ COGs, County Supervisors Association, Mayor’s Council, Air District, etc.;
- What, Why, how Process, Decision milestones & Identify Regional Blueprint issues;
- ◆ April 2007 –Regional Blueprint Summit:
- Vision & Goals, Objective, and Performance measures by category; and
- Develop Blueprint Guiding Principals and a Menu of Strategies.
- ◆ December 2007- Blueprint finale (Phase I):
- Choose Regional Blueprint Preferred Scenario.

Deliverables (Interim and Final) by State Fiscal Year:

- ◆ See Attachment 3

Cost Estimate:

- ◆ See Attachment 3

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FY07/08

TASKS	2007/2008						Fiscal Year 2007/2008												Deliverable Product
	Responsible Party	Cost Total	Grant (%)	Local (%)	In-kind (%)	Other \$ GVC (%)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	
Prepare Institutional Framework and Community Outreach Plans	MPOs and GVC																		
Create Valley-wide Modeling tools	MPOs, GVC and Consultant	\$ -	\$ -	\$ -															
Implement Planning Process	MPOs/ Consultant and GVC	\$ 1,200,000	\$ 960,000	\$ 240,000			X	X	X	X	X								Rvised Scenarios, Selected Preferred Scenario, Follow-up Steps
Project Management	MCAG/GVC	\$ 250,000	\$ 200,000	\$ 50,000	\$ -	\$ -	X	X	X	X	X								County Coordination & Regional Coordination
		\$ 1,450,000	\$ 1,160,000	\$ 290,000	\$ -	\$ -													

Sub-recipient Qualifications: Great Valley Center

The Great Valley Center (GVC) is a unique organization whose mission is to support activities and organizations that promote the economic, social and environmental well being of California’s Great Central Valley. A non-advocacy, non-partisan organization, the Great Valley Center was founded in 1997 to provide resources and support as the region deals with issues of growth and change. Through both core programs and partnerships with other organizations, GVC is known for encouraging dialogue among the Valley’s many constituencies, supporting collaborative local efforts, and ensuring broad community access to the most up-to-date economic, environmental and social data regarding California’s Great Central Valley. The Great Valley Center is the only non-governmental regional organization that currently exists within the region and has proven success as a facilitator of collaborative efforts to address the myriad of issues and needs that challenge the region. And the Center is often looked to for support in outreach and civic engagement efforts.

GVC has considerable experience working in cooperation with Caltrans and the SJV COGs as demonstrated through the many activities under the Highway 99 umbrella. In addition, interfacing of the Blueprint Project with the Governor’s SJV Partnership is critical for the success of both efforts. The Center is already engaged in coordination, support, and outreach activities with the Partnership. Because of past experience, their regional reputation, and current roles in related efforts, the Great Valley Center is the organization of choice to help support, facilitate, and coordinate the many facets of this milestone regional effort.

Attachment 4

**2006-2007 Regional Blueprint Planning Grant
Proposal Checklist**

NUMBER OF COPIES AND FORMAT

One copy (unbound) of each complete application package submitted on white 8 ½ x 11” paper (number each page). Applications should be no more than 15 pages long, excluding grant cover sheet and letters of support.

One electronic version in Microsoft Word format (sent via disc or CD).

PROVIDE THE INFORMATION BELOW IN THE FOLLOWING ORDER

Completed and signed grant application cover sheet (page 13).

Completed 2005-2006 Transportation Planning Grant Application workplan addressing program criteria (page 14).

Map or photograph (8 ½ x 11”) of the area where the project identified in the application will take place.

Attached letters of support (letters must include project name).

If applicable, provide a statement identifying why each sub-recipient or sub-contactor identified in proposal is uniquely qualified to assist with implementation of the project.

**THE APPLICATION MUST BE RECEIVED BY 5:00 PM, FRIDAY
SEPTEMBER 30, 2005 AT THE CALTRANS HEADQUARTERS
BUILDING.**