

TCAG Sustainable Goods Movement Plan RFP – Q & A Session 7-10-2024

0:2:3.320 --> 0:2:5.330

Derek M Winning

Why don't we go ahead and get started?

0:2:5.620 --> 0:2:12.690

Derek M Winning

I just wanted to give a brief intro and then this is really meant for your time for Q&A.

0:2:13.100 --> 0:2:22.760

Derek M Winning

We are recording the call and we'll provide a transcript online that everyone will have access to whether they were on the call or not.

0:2:24.300 --> 0:2:26.450

Derek M Winning

Really appreciate the interest from everyone.

0:2:26.460 --> 0:2:38.840

Derek M Winning

We're really excited about this project really the impetus for it is Tulare County's been experiencing growth in the logistics and warehousing sector.

0:2:39.340 --> 0:2:59.920

Derek M Winning

Certainly we also have a robust agricultural economy that exports to countries all over the world, and so we want to take a look at goods movement issues as they're related to those two things and looking forward and trying to plan for a future.

0:2:59.930 --> 0:3:3.820

Derek M Winning

Uh in the logistics business in our region.

0:3:4.590 --> 0:3:4.970

Richard Lee

Umm.

0:3:4.230 --> 0:3:10.730

Derek M Winning

So with that, I don't know if Giancarlo, if you had anything to add about the project in particular? Umm.

0:3:12.330 --> 0:3:15.160

Giancarlo Bruno

Uh, not too much at this point in time.

0:3:18.120 --> 0:3:32.170

Giancarlo Bruno

Let our questioners take the lead of given that Derek's giving us a nice introduction, umm, but I'd be happy to give you any further information that you might need.

0:3:32.600 --> 0:3:34.30

Derek M Winning

Alright, well, let's begin.

0:3:34.40 --> 0:3:37.130

Derek M Winning

I guess just in orderly fashion and fire away everyone.

0:3:43.150 --> 0:3:45.480

Richard Lee

I might just throw out one basic one.

0:3:50.430 --> 0:4:5.350

Richard Lee

Sustainable Goods Movement Committee, which I guess is now about a year old, will they be the steering committee for this project or who two we coordinate beyond you, gentlemen?

0:4:7.170 --> 0:4:16.890

Derek M Winning

So yeah, the Goods movement Committee will be heavily involved along the way, but I would imagine we would want to identify a broader stakeholder group.

0:4:19.30 --> 0:4:25.820

Derek M Winning

But I don't know that we anticipated like public involvement to be a major component of this study necessarily.

0:4:26.70 --> 0:4:36.180

Derek M Winning

But to the extent that we need to understand existing conditions and emerging issues and things like that, we certainly want to reach out to folks in the various relevant sectors.

0:4:37.140 --> 0:4:39.400

Richard Lee

Mm-hmm. OK.

0:4:52.510 --> 0:4:58.620

Dan Smith, Tioga

Uh, and you've got a couple of major background pieces.

0:4:59.410 --> 0:5:8.920

Dan Smith, Tioga

You've got a 2024 FTIP in place, but I see that the regional transportation plan is from 2022.

0:5:9.270 --> 0:5:12.160

Dan Smith, Tioga

Is that in the process of being updated?

0:5:12.210 --> 0:5:16.760

Dan Smith, Tioga

Because I'm thinking we need to make sure that what we do is reasonably consistent with those plans.

0:5:18.20 --> 0:5:29.230

Derek M Winning

Yes, to a certain extent, we are in the initial modeling phases of our next RTP update, which I believe will be 2026.

0:5:31.200 --> 0:5:31.540

Richard Lee

Thank you.

0:5:33.410 --> 0:5:35.190

Derek M Winning

Certainly the draft will be out.

0:5:35.200 --> 0:5:37.620

Derek M Winning

Well before that, in 2025.

0:5:38.90 --> 0:5:41.850

Derek M Winning

And so we anticipate that some of the findings from this study.

0:5:42.630 --> 0:5:52.750

Derek M Winning

Umm will be incorporated into the RTP action element and then also certainly this study will be part of the appendix of the RTP as well.

0:5:52.760 --> 0:6:2.620

Derek M Winning

So we're looking at consistency, but also uh, sort of upgrading our goods movement planning.

0:6:3.680 --> 0:6:4.120

Dan Smith, Tioga

Makes sense.

0:6:7.240 --> 0:6:10.470

Dan Smith, Tioga

I guess maybe one more question on parallel studies.

0:6:10.480 --> 0:6:23.530

Dan Smith, Tioga

You have the inland port studies that are ongoing and I was looking at their website and from their website, it looks like the second phase is still ongoing.

0:6:25.400 --> 0:6:37.320

Dan Smith, Tioga

And you know, at least I'm presuming that we are going to be coordinating with them rather than trying to do any kind of independent study and duplicate efforts.

0:6:37.650 --> 0:6:43.620

Dan Smith, Tioga

But do any of you know if that study is still in progress and when there's expected completion?

0:6:43.730 --> 0:6:45.50

Dan Smith, Tioga

I couldn't find it on their website.

0:6:50.160 --> 0:6:55.350

Derek M Winning

I might touch on that a bit, at least with respect to Tillary County.

0:6:55.500 --> 0:7:5.100

Derek M Winning

So the reason that that's sort of included in this scope is that I want to say in their early.

0:7:6.930 --> 0:7:33.150

Derek M Winning

I want to say their first study, but I think it was a feasibility study or market analysis rather they identified San Joaquin County and Tulare County as the two optimum locations for inland ports in the Central Valley based on distance from the port of LA/Long Beach and the ability to draw in freight customers.

0:7:33.240 --> 0:7:53.410

Derek M Winning

So primarily, as I understand it, San Joaquin has the proper distance from the port to make rail efficient and competitive. Tulare County is far enough away where it's not as efficient as a San Joaquin, but it's not detrimental.

0:7:54.60 --> 0:8:5.710

Derek M Winning

But rather that between Kern, Fresno, Tulare and Kings County, there's a massive amount of agricultural shipping that takes place.

0:8:6.20 --> 0:8:9.740

Derek M Winning

And so they looked at our region as a central location for intermodal shipping.

0:8:11.670 --> 0:8:18.480

Derek M Winning

Folks being able to ship out of all of those counties and in intermodal sense at an inland port.

0:8:18.870 --> 0:8:26.600

Derek M Winning

So there seems to be sort of an efficiency to locate an inland port here.

0:8:32.990 --> 0:8:33.380

Dan Smith, Tioga

Yeah.

0:8:27.70 --> 0:8:35.740

Derek M Winning

As far as I know, the group applied for a grant and was not awarded for implementation.

0:8:35.750 --> 0:8:38.20

Derek M Winning

I think they asked for \$50 million.

0:8:38.230 --> 0:8:46.310

Derek M Winning

I believe the Merced inland Port was awarded instead and but I do believe they got another planning grant.

0:8:46.320 --> 0:8:48.460

Derek M Winning

So there are ongoing planning activities.

0:8:49.100 --> 0:8:49.580

Derek M Winning

Umm.

0:8:49.760 --> 0:8:57.110

Derek M Winning

But as far as I know, there hasn't been any action on implementation on inland ports within Tulare County.

0:8:57.910 --> 0:8:58.250

Richard Lee

Yeah.

0:8:57.360 --> 0:9:15.920

Derek M Winning

So, you know, I think we want to explore that a little bit more, certainly with respect to they identified Tulare County in general, but we might discuss should we have an inland port, where are the best locations to do so, I think that's we're kind of getting at with it.

0:9:17.800 --> 0:9:26.360

Dan Smith, Tioga

OK, so the question is not start from scratch, but rather how would an inland port concept fit in in Tillary County?

0:9:27.190 --> 0:9:27.640

Derek M Winning

Yes.

0:9:28.590 --> 0:9:39.700

Derek M Winning

Is there an advantage to sort of doing that master planning prior to you know the coming growth on the logistics sector?

0:9:41.330 --> 0:9:41.620

Richard Lee

OK.

0:9:41.510 --> 0:9:42.110

Dan Smith, Tioga

Thank you very much.

0:9:48.490 --> 0:10:15.140

Dan Andersen

Help me, maybe I could ask her a question or two looking at the task three it some of the solutions that that you'd like to be considered, umm you know and from the existing conditions it feels like anything related to electric or hydrogen fuel cell, trucks, charging infrastructure sounds like that's it important.

0:10:18.990 --> 0:10:19.930

Derek M Winning

Yes, definitely.

0:10:19.440 --> 0:10:21.330

Dan Andersen

I guess I yeah, I was just curious.

0:10:21.340 --> 0:10:21.570

Dan Andersen

Right.

0:10:21.580 --> 0:10:29.160

Dan Andersen

Is the how have you already been exploring some of those options or is?

0:10:28.680 --> 0:10:30.290

Derek M Winning

Not so much with it.

0:10:30.300 --> 0:10:47.770

Derek M Winning

With in a goods movement sense, but we have an active project for Cross Valley Corridor Express bus where we did a white paper on an evaluation between hydrogen and electric propulsion for express bus service.

0:10:48.100 --> 0:10:48.330

Dan Andersen

Umm.

0:10:48.560 --> 0:10:56.300

Derek M Winning

So we've done some kind of planning and studying with the pros and cons of each, but.

0:10:58.230 --> 0:11:3.160

Derek M Winning

As you might expect, right, that sort of hasn't been settled on.

0:11:3.170 --> 0:11:11.920

Derek M Winning

You know what's going be the more efficient mode of transport, you know, from my understanding, hydrogen might have a place in a heavy duty truck.

0:11:11.970 --> 0:11:14.380

Derek M Winning

world especially for longer distance hauls.

0:11:15.120 --> 0:11:19.180

Derek M Winning

UM, so we want that explored in more detail, right?

0:11:19.870 --> 0:11:20.150

Dan Andersen

Right.

0:11:19.190 --> 0:11:35.420

Derek M Winning

Like ultimately, you know from a goods movement sector standpoint, but then also even



just the basic evaluation of electric versus hydrogen will also help our local agencies for their own fleet heavy duty fleets, right.

0:11:36.860 --> 0:11:37.210

Dan Andersen

Right.

0:11:37.650 --> 0:11:37.800

Dan Andersen

OK.

0:11:38.900 --> 0:11:45.120

Dan Andersen

And then another question again related to solutions you talked about.

0:11:46.650 --> 0:11:52.890

Dan Andersen

Suggestions were made for implementation of managed truck lane on SR99.

0:11:53.450 --> 0:12:0.630

Dan Andersen

Well, I I I don't know if that's being addressed or studied as part of it's.

0:12:0.640 --> 0:12:3.210

Dan Andersen

So Caltrans is doing an SR99 study.

0:12:10.60 --> 0:12:11.700

Derek M Winning

Yeah, that's correct, yes.

0:12:4.670 --> 0:12:19.820

Dan Andersen

You know, I'm assuming this this study would need to kind of integrate or coordinate with that study and is that study looking at the at managed lanes, are you aware or I thought there was some talk of it but?

0:12:18.380 --> 0:12:22.670

Derek M Winning

yeah, they haven't released too much information.

0:12:22.680 --> 0:12:30.410

Derek M Winning

I do have some PowerPoints I think right now they're still in a sort of the public outreach phase, right?

0:12:30.420 --> 0:12:34.840

Derek M Winning

They first reached out to leadership throughout the valley, so there's a study.

0:12:36.480 --> 0:12:40.490

Derek M Winning

That's coordinated between 3 Caltrans districts.

0:12:40.890 --> 0:12:41.240

Dan Andersen

Right.

0:12:40.500 --> 0:12:43.270

Derek M Winning

So from Sacramento, all the way to Bakersfield, right?

0:12:43.440 --> 0:12:43.790

Dan Andersen

Great.

0:12:43.480 --> 0:12:52.390

Derek M Winning

And in the north, they're looking at myriad of solutions with respect to hot lanes and that kind of a thing.

0:12:53.240 --> 0:12:59.270

Derek M Winning

But in the South primarily, we've indicated that we want to look at it, manage truck lanes.

0:12:59.520 --> 0:13:26.100

Derek M Winning

So that is being studied, we would just, I think from our perspective we would hope that we would look at you know same thing pros and cons issues regarding that and have our study be a voice from Tulare County on how we feel about managed truck lanes and how we feel on what could be implemented and whether or not we have anything to say about how that should be implemented.

0:13:26.450 --> 0:13:26.690

Dan Andersen

Right.

0:13:26.190 --> 0:13:28.610

Derek M Winning

So we might try to explore right?

0:13:28.620 --> 0:13:32.920

Derek M Winning

Should it be on the left side of the highway or the right?

0:13:33.350 --> 0:13:39.410

Derek M Winning

How many sort of transitions were there need to be if it were on the left, how expensive might that be?

0:13:40.370 --> 0:13:45.570

Derek M Winning

Sort of looking at, you know how that could be implemented practically and whether it is practical or not.

0:13:47.230 --> 0:13:47.600

Dan Andersen

OK.

0:13:47.640 --> 0:13:48.240

Dan Andersen

Thank you.

0:13:48.690 --> 0:13:48.850

Dan Andersen

Yeah.

0:14:0.700 --> 0:14:2.750

Arthur Chen (TJKM)

Hi, this is Arthur from TJ KM.

0:14:2.760 --> 0:14:23.20

Arthur Chen (TJKM)

So I was wondering, does the county have there been touch with TCAG in regards to adding a truck component to their travel demand model to assist with this study cause I've remember correctly the keypad model currently is mostly on weekday automobile traffic or air resources come forward to you.

0:14:22.750 --> 0:14:32.640

Derek M Winning

So I used to be in the modeling department, so I know a little bit about this, but I'm also like behind the power curve because I haven't been in there for a couple of years.

0:14:33.50 --> 0:14:43.720

Derek M Winning

So the current adopted model was done by Fehr & Peers, I believe it was the phase two of the VALLEYWIDE modeling project, right.

0:14:43.790 --> 0:14:46.310

Derek M Winning

And there is a truck component to it.

0:14:52.70 --> 0:14:52.290

Arthur Chen (TJKM)

Umm.

0:14:46.730 --> 0:14:54.900

Derek M Winning

UM, in my experience with it is it's not a very well validated, so certainly that could be utilized.

0:14:54.910 --> 0:14:55.920

Derek M Winning

There could be reviewed.

0:14:57.360 --> 0:15:5.470

Derek M Winning

We are also working with RSG and have been for a couple of years on implementing a activity based model.

0:15:6.180 --> 0:15:8.940

Derek M Winning

I do not know whether or not they've done.

0:15:8.950 --> 0:15:14.90

Derek M Winning

I know they were going to borrow from the MIP 2 model, right?

0:15:14.100 --> 0:15:20.670

Derek M Winning

So I think they're going to import that truck model and then maybe revalidate it, but I don't know how far along they've gotten with that.

0:15:21.310 --> 0:15:21.690

Arthur Chen (TJKM)

Thank you.

0:15:20.760 --> 0:15:24.70

Derek M Winning

If I had to guess, that's not the primary concern.

0:15:24.160 --> 0:15:29.20

Derek M Winning

They're trying to get auto and transit validation right for the RTP.

0:15:30.80 --> 0:15:30.420

Arthur Chen (TJKM)

You know.

0:15:29.840 --> 0:15:32.970

Derek M Winning

Uh, but we can give you an update on that.

0:15:33.580 --> 0:15:40.700

Derek M Winning

Certainly if you contacted Roberto Brady from our office, he'd be able to give you a better information on our modeling capabilities.

0:15:41.600 --> 0:15:50.140

Derek M Winning

Umm, but as is typical, it's very difficult right to get a truck model validated and calibrated.

0:15:51.590 --> 0:15:54.320

Arthur Chen (TJKM)

Right cause it's not in the scope for this project.

0:15:54.650 --> 0:15:57.190

Arthur Chen (TJKM)

This is mostly inventory about, OK.

0:15:54.930 --> 0:15:58.300

Derek M Winning

No, no, no, no, no, we don't expect that to occur.

0:15:58.590 --> 0:16:6.60

Derek M Winning

If there is a tool that can enhance, you know, sort of the planning that we currently have, sure we would provide that for you.

0:16:7.120 --> 0:16:7.370

Richard Lee

And.

0:16:7.150 --> 0:16:7.620

Arthur Chen (TJKM)

I see.

0:16:7.950 --> 0:16:11.750

Arthur Chen (TJKM)

OK, so it's mostly data collection on task one insisted conditions.

0:16:12.280 --> 0:16:13.770

Derek M Winning

Yeah, you're right.

0:16:12.70 --> 0:16:16.500

Arthur Chen (TJKM)

We're not gonna be relying on the model itself at all.

0:16:16.510 --> 0:16:18.80

Arthur Chen (TJKM)

TuneIn for, OK.

0:16:15.860 --> 0:16:21.250

Derek M Winning

I wouldn't think so, because I mean, especially since we're talking about like existing conditions.

0:16:21.260 --> 0:16:24.90

Derek M Winning

So we might go ahead and do some counts.

0:16:24.160 --> 0:16:28.550

Derek M Winning

That type of the thing we do have access to big data.

0:16:31.920 --> 0:16:32.210

Richard Lee

Umm.

0:16:29.180 --> 0:16:38.650

Derek M Winning

We have a Street Light subscription, so we could certainly and we have the ability to make that available for planning projects to consultants.

0:16:38.880 --> 0:16:50.310

Derek M Winning

So you guys would be able to have access to that, that might be helpful as far as looking at farm to market routes and other kinds of things that might be more difficult to collect data off the state highway system for instance.

0:16:51.160 --> 0:16:51.460

Richard Lee

Did you?

0:16:53.650 --> 0:16:53.900

Dan Andersen

Is.

0:16:53.430 --> 0:16:54.280

Arthur Chen (TJKM)

Wow, that's pretty cool.

0:16:54.330 --> 0:16:56.580

Arthur Chen (TJKM)

I I never realized Tulare County has, like, ability.

0:16:56.590 --> 0:16:57.540

Arthur Chen (TJKM)

That's that's pretty cool.

0:16:58.60 --> 0:16:59.870

Derek M Winning

There is an issue if you're not aware.

0:16:59.880 --> 0:17:1.470

Derek M Winning

I mean, I'm most of you have worked in the valley.

0:17:1.480 --> 0:17:7.240

Derek M Winning

So you probably are where we have a lot of local trucks that don't have GPS.

0:17:8.390 --> 0:17:14.180

Derek M Winning

Umm, so when I've looked at the street light data I don't get it to sort of validate with even on the state highways.

0:17:14.190 --> 0:17:16.20

Derek M Winning

What Caltrans has for counts.

0:17:16.790 --> 0:17:24.270

Derek M Winning

So again, there might need to be some massaging there if that data was to be used, or at least caveats given.

0:17:28.270 --> 0:17:28.550

Arthur Chen (TJKM)

Got it.

0:17:28.560 --> 0:17:28.830

Arthur Chen (TJKM)

Thank you.

0:17:28.510 --> 0:17:28.860

Dan Andersen

So.

0:17:32.530 --> 0:17:32.650

Derek M Winning

Yes.

0:17:28.870 --> 0:17:33.450

Dan Andersen

So that's an active license, it it like.

0:17:33.750 --> 0:17:33.920

Richard Lee

And.

0:17:33.670 --> 0:17:38.320

Dan Andersen

So if they're continuously updating it, it's it's.



0:17:38.220 --> 0:17:39.440

Derek M Winning

I believe we have data.

0:17:38.330 --> 0:17:41.50

Dan Andersen

It wasn't like it wasn't like a data purchase from the past.

0:17:41.370 --> 0:17:50.270

Derek M Winning

No, I believe we have data from 2019 through 2023 or and they maybe they've even started to update into 2024.

0:17:51.230 --> 0:17:51.360

Dan Andersen

OK.

0:17:52.270 --> 0:17:53.580

Derek M Winning

I think it depends on the mode.

0:17:54.730 --> 0:17:54.920

Dan Andersen

Yeah.

0:17:53.590 --> 0:18:0.700

Derek M Winning

Also, and the availability of the data but yeah, it's an ongoing subscription and we've had it for several years.

0:18:0.710 --> 0:18:3.560

Derek M Winning

And so there there's several years of data available.

0:18:4.380 --> 0:18:4.660

Dan Andersen

OK.

0:18:31.750 --> 0:18:36.820

Dan Andersen

Regarding schedule is, is there a driver behind the schedule?

0:18:36.830 --> 0:18:40.500

Dan Andersen

Is there some deadline you need to meet?

0:18:41.110 --> 0:18:48.390

Dan Andersen

Some, I don't know some legislation or I don't know.

0:18:48.330 --> 0:18:49.790

Arthur Chen (TJKM)

Also federal grant.

0:18:48.400 --> 0:18:50.60

Dan Andersen

Is there anything like driving the schedule?

0:18:48.210 --> 0:18:54.570

Derek M Winning

I would say that I would say the regional transportation plan would be the driver, right?

0:18:54.580 --> 0:18:56.870

Derek M Winning

We I think we're going release a draft of that.

0:19:5.860 --> 0:19:6.220

Richard Lee

Umm.

0:18:56.880 --> 0:19:6.840

Derek M Winning

Probably in spring early summer of 2025 and but believe that's right, that sounds about right.

0:19:6.850 --> 0:19:11.750

Derek M Winning

It's usually late spring, I think early summer where a draft would be issued.

0:19:12.710 --> 0:19:22.270

Dan Andersen

So you want the sustainable freight plan completed before the, was it the long range transportation plan is that you said?

0:19:22.670 --> 0:19:22.940

Derek M Winning

Yeah.

0:19:24.60 --> 0:19:24.410

Richard Lee

OK.

0:19:22.950 --> 0:19:25.40

Derek M Winning

The regional transportation plan RTP.

0:19:23.970 --> 0:19:25.740

Dan Andersen

Regional transportation plan?

0:19:25.50 --> 0:19:25.780

Derek M Winning

SCS.

0:19:25.790 --> 0:19:34.40

Derek M Winning

Yeah, at least substantially completed so that we could augment our action element with a good movement section, right.

0:19:34.510 --> 0:19:34.810

Dan Andersen

Umm.

0:19:34.230 --> 0:19:39.640

Derek M Winning

And then ultimately, the final version would become part of the appendix to the document.

So.

0:19:52.160 --> 0:19:53.530

Arthur Chen (TJKM)

Correct me if I'm wrong, Derek.

0:19:53.990 --> 0:19:58.480

Arthur Chen (TJKM)

Don't think this type of project has been studied before right into our country?

0:19:58.490 --> 0:20:0.90

Arthur Chen (TJKM)

There's no historical document.

0:20:0.350 --> 0:20:1.900

Derek M Winning

No, no, not to this.

0:20:1.510 --> 0:20:4.610

Arthur Chen (TJKM)

OK, so this will be a first for the county.

0:20:3.770 --> 0:20:9.0

Derek M Winning

The closest thing we've got is, you know, Cambridge Systematics and Fehr & Peers.

0:20:9.10 --> 0:20:11.460

Derek M Winning

I think in the past have done some valleywide studies.

0:20:12.120 --> 0:20:12.330

Arthur Chen (TJKM)

Umm.

0:20:12.10 --> 0:20:18.700

Derek M Winning

There's a, I think, a Sustainable 99 study and a I5/SR99 Corridor Study.

0:20:23.210 --> 0:20:23.480

Richard Lee

Alright.

0:20:18.710 --> 0:20:36.610

Derek M Winning

There's a couple of value wide goods movement studies out there that are, you know, a few years recent actually they're starting to collect dust probably might be five years or more, but there is some good information even with respect to Tulare County within those documents.

0:20:52.310 --> 0:20:59.740

Richard Lee

Any local studies other than general plans that touch upon freight related land uses which?

0:21:0.750 --> 0:21:9.510

Derek M Winning

Not really that I'm aware. Our goods movement committee, one of the things that they're interested in is taking a look at.

0:21:12.100 --> 0:21:24.670

Derek M Winning

Sort of industrial park growth, logistics center growth and certain areas within the region and helping to identify a needed infrastructure upgrades, right?

0:21:24.680 --> 0:21:28.230

Derek M Winning

Maybe interchange access or bypass roads.

0:21:28.500 --> 0:21:35.690

Derek M Winning

That type of a thing, there's a really strong interest by some of our committee members for that topic.

0:21:51.680 --> 0:21:54.570

Dan Andersen

Is there back to kind of drivers?

0:21:54.880 --> 0:21:57.160

Dan Andersen

Is there a reason why?

0:21:59.140 --> 0:22:6.430

Dan Andersen

You're looking to do this this deep dive just for the county and at this time, I mean it feels like it.

0:22:6.500 --> 0:22:12.450

Dan Andersen

I it feels obvious to me, but it just cause there's so much freight activity in in the region.

0:22:13.160 --> 0:22:18.710

Dan Andersen

But just curious right from your perspective, somebody screaming for it.

0:22:18.720 --> 0:22:25.300

Dan Andersen

If they're, they've been problems that that, you know, people are saying, you know, we gotta do something about or.

0:22:26.510 --> 0:22:31.490

Derek M Winning

No, I wouldn't say that so much as far as like you could have like truck parking issues or something like that.

0:22:31.500 --> 0:22:33.260

Derek M Winning

And you gotta do something about that.

0:22:33.270 --> 0:22:33.980

Derek M Winning

And now?

0:22:33.350 --> 0:22:34.390

Dan Andersen

Right, right.

0:22:34.110 --> 0:22:35.680

Derek M Winning

Not, I wouldn't say anything like that.

0:22:35.690 --> 0:22:55.130

Derek M Winning

I think it's more of emerging kinds of issues and trying to get ahead of what if what if we start to grow like Kern or San Joaquin, right, if you don't know N Visalia Industrial Park has really grown with distribution.

0:22:55.420 --> 0:22:56.710

Derek M Winning

They've got UPS.

0:22:56.720 --> 0:22:59.310

Derek M Winning

Amazon got two facilities.

0:22:59.320 --> 0:23:00.550

Derek M Winning

Yeah, there.

0:23:1.200 --> 0:23:11.550

Derek M Winning

And so I think that more than anything else is the fact that we are sort of entering into this growth period in the warehousing and logistics.

0:23:15.100 --> 0:23:19.510

Derek M Winning

And then you've got, uh, we've got projects on 99, right?

0:23:19.520 --> 0:23:34.970

Derek M Winning

So we want to be able to again touch on the need for additional capacity on 99 to allow access to the ports and then you've got this Caltrans study looking at managed trunk lanes.

0:23:35.380 --> 0:23:39.550

Derek M Winning

So just sort of a conflict and then you have the inland port study was out there.

0:23:39.560 --> 0:23:44.840

Derek M Winning

So just confluence of all of those things, we felt it was time to form a goods movement committee.

0:23:44.850 --> 0:23:46.580

Derek M Winning

I think Richard mentioned that right.

0:23:46.690 --> 0:24:7.140

Derek M Winning

We have a recently formed committee and this is really the first project that that committee is undertaking is to take a look at, you know, hey, where are we at with freight and goods movement and how do we get from where we're at now to a future world in which that sector is thriving.

0:24:7.210 --> 0:24:22.400

Derek M Winning

But we're able to plan ahead for the needed infrastructure and avoid any kind of issues with environmental justice or, you know, discussion of proper mitigations and the lessons learned and those kinds of things.

0:25:1.790 --> 0:25:2.660

Dan Andersen

And then.

0:25:3.50 --> 0:25:4.160

Dan Andersen

So this is really helpful.

0:25:4.170 --> 0:25:5.190

Dan Andersen

Thank you, it.

0:25:5.410 --> 0:25:24.630

Dan Andersen

And then just to circle back, I get the at the beginning of this call, you mentioned that, umm, they don't seem to need for much public outrage that this is more data collection stakeholder coordination but not necessarily like public meetings.

0:25:24.640 --> 0:25:26.650

Dan Andersen

And did I hear that right?

0:25:27.190 --> 0:25:29.510

Derek M Winning

Yeah, I believe that's a fair characterization.

0:25:39.840 --> 0:25:44.340

Derek M Winning

I think we would view it more as a technical study if that makes sense.

0:25:44.710 --> 0:25:44.980

Dan Andersen

Umm.

0:26:21.630 --> 0:26:21.900

Derek M Winning

Yeah.

0:26:17.90 --> 0:26:22.0

Richard Lee

Is the air freight sector growing because air freight is mentioned in the RFP?



0:26:22.110 --> 0:26:23.380

Derek M Winning

Great question, Richard.

0:26:23.390 --> 0:26:28.680

Derek M Winning

So that is of particular interest to the City of Porterville.

0:26:29.350 --> 0:26:35.50

Derek M Winning

They are working on expanding their runway primarily.

0:26:35.400 --> 0:26:40.610

Derek M Winning

I think they've gotten an earmark and maybe a grant to do so.

0:26:44.80 --> 0:26:45.730

Derek M Winning

Is it 1500 feet now?

0:26:45.740 --> 0:26:46.410

Derek M Winning

That doesn't seem.

0:26:46.420 --> 0:26:50.10

Giancarlo

I don't think that's long enough because they said it's 747s can land.

0:26:50.120 --> 0:26:50.500

Derek M Winning

I don't know.

0:26:50.290 --> 0:26:50.580

Richard Lee

Umm.

0:26:54.250 --> 0:26:54.630

Richard Lee

Umm.

0:26:50.510 --> 0:27:0.490

Derek M Winning

Anyways, they're expanding their airport northward, and primarily though for Cal Fire to be able to get bigger planes for.

0:27:2.410 --> 0:27:2.720

Richard Lee

Umm.

0:27:2.300 --> 0:27:2.980

Derek M Winning

Fighting fire.

0:27:3.320 --> 0:27:13.100

Derek M Winning

Ohh forest fires in the Sierras, but they also have an issue with uh overnight air freight.

0:27:13.110 --> 0:27:22.430

Derek M Winning

They don't have an overnight service currently, so they're hoping to attract a FedEx or some other kind of freight carrier once they've got their airport expansion.

0:27:22.660 --> 0:27:25.750

Derek M Winning

So I think that's really the underlying reason why that's mentioned.

0:27:27.260 --> 0:27:33.740

Derek M Winning

I'm not aware of like the Visalia airport or having those types of plans, but that primarily Porterville.

0:27:37.720 --> 0:27:38.410

Richard Lee

OK. Thanks.

0:28:4.910 --> 0:28:14.790

Dan Andersen

It, and it's probably in here and I just didn't see it, but this is this is the geographic limits are the county limits.

0:28:15.350 --> 0:28:16.20

Derek M Winning

Correct.

0:28:17.30 --> 0:28:22.480

Derek M Winning

Tulare County boundary is the T CAG MPO boundary.

0:28:22.730 --> 0:28:23.910

Derek M Winning

Exact same limits, Yep.

0:29:38.780 --> 0:29:41.660

Dan Andersen

Are there other data sources?

0:29:44.140 --> 0:29:51.570

Dan Andersen

Did you have other than street light that do you feel might be helpful.

0:29:51.900 --> 0:30:4.540

Dan Andersen

I mean with access all of the normal data and we can go into account transfer crash data and write and use for commodity flow data and so forth.

0:30:4.600 --> 0:30:10.580

Dan Andersen

That is are there any unique data sources that maybe the county has purchased? Umm.

0:30:10.920 --> 0:30:13.210

Derek M Winning

Not that I'm aware of, Dan.

0:30:13.660 --> 0:30:14.940

Derek M Winning

We did a robust.

0:30:17.200 --> 0:30:18.970

Derek M Winning

Farm to market count program.

0:30:21.830 --> 0:30:22.120

Dan Andersen

Umm.

0:30:18.980 --> 0:30:32.500

Derek M Winning

But that was like back in 2015, so that would might be one data source that we would look at least to determine whether we wanted to try to count those locations again or at least try to look at those locations in Street Light.

0:30:35.240 --> 0:30:44.70

Derek M Winning

So we have identified, I want to say it was county roads that had 300 trucks or more per day.

0:30:44.140 --> 0:30:47.730

Derek M Winning

So we sort of have a network that we identified in 2015.

0:30:48.260 --> 0:30:52.150

Derek M Winning

So that would be a data set to take a look at and try to update.

0:30:52.160 --> 0:30:52.950

Derek M Winning

Basically right?

0:30:52.960 --> 0:30:54.730

Derek M Winning

Maybe using the big data available?

0:31:0.630 --> 0:31:9.0

Derek M Winning

But no other than our travel demand model and the usual sources like you said, and Street Light, I I'm not aware of any other data source.

0:31:9.530 --> 0:31:20.960

Giancarlo Bruno

The only thing I might add though, it isn't unique to us, but it would be helpful for this study is SCE has a I believe it's called the DRPEP.

0:31:21.190 --> 0:31:42.490

Giancarlo Bruno

It's a basically a map of the the grid in the local and its service territory and it shows the capacity and usage things of that nature that would probably be quite helpful and you wouldn't need to rely so much on direct outreach to the utility.

0:31:43.700 --> 0:31:45.80

Derek M Winning

No thanks for chiming in.

0:31:45.700 --> 0:31:50.220

Derek M Winning

Yeah, they have a online web map that's pretty easy to navigate. So.

0:31:57.190 --> 0:31:58.950

Richard Lee

DRPEP was that?

0:31:59.570 --> 0:32:1.190

Giancarlo Bruno

DRPEP.

0:32:1.780 --> 0:32:2.460

Richard Lee

Right. OK.

0:32:10.260 --> 0:32:14.270

Derek M Winning

I do have some contacts over at SoCal Edison.

0:32:14.880 --> 0:32:19.550

Derek M Winning

We put in 16 EV chargers in our parking lot.

0:32:19.560 --> 0:32:29.570

Derek M Winning

I was the project manager on that and then also we've been studying grid capacity for our Cross Valley Express bus service, which is likely to be electric.

0:32:29.740 --> 0:32:34.450

Derek M Winning

So that's why we're aware of that data source, but I don't.

0:32:34.460 --> 0:33:5.670

Derek M Winning

I think what we mean by that I mean I guess it it's sort of self explanatory in the scope, but we really just need to know, you know, if we're going to put in charging facilities along 99 for instance you know where are the places that have the capacity to do so and are there

available lots or facilities that could be utilized to do so and or trying to identify any kind of important gaps in capacity where they might be needed.

0:33:8.570 --> 0:33:17.420

Giancarlo Bruno

Then, similarly, that might factor into the recommendations battery electric or fuel cell.

0:33:17.430 --> 0:33:19.520

Derek M Winning

Yeah, vehicles for goods movement.

0:33:31.690 --> 0:33:33.930

Derek M Winning

That was just a thank you, OK.

0:33:55.110 --> 0:33:57.260

Derek M Winning

Any other questions that come to mind or?

0:34:2.60 --> 0:34:9.870

Arthur Chen (TJKM)

Were there any submitted during the week before in paper or writing to the county?

0:34:10.640 --> 0:34:12.670

Derek M Winning

I believe we've gotten a couple of questions.

0:34:12.680 --> 0:34:18.500

Derek M Winning

Those will also be posted with this Q&A session to make made available.

0:34:21.250 --> 0:34:21.470

Arthur Chen (TJKM)

OK.

0:34:24.510 --> 0:34:27.360

Derek M Winning

I don't know if you did you want to briefly discuss it?

0:34:27.630 --> 0:34:29.200

Giancarlo Bruno

Yeah.

0:34:29.310 --> 0:34:36.300

Giancarlo Bruno

The other questions we got a lot of it was just related to stuff like page counts and the form of the proposal.

0:34:37.70 --> 0:34:40.610

Giancarlo Bruno

So I think I could save that for when we post it.

0:34:40.930 --> 0:34:48.300

Giancarlo Bruno

However, the other questions were related to the nature of the study of the local grid.

0:34:48.730 --> 0:35:3.270

Giancarlo Bruno

What we what we were expecting there and how much contact with the utilities or how closely we expected that the consultant would need to work with the utilities to achieve that.

0:35:3.690 --> 0:35:15.100

Giancarlo Bruno

And as I mentioned just a few minutes ago, that DRPEP is meant to show the grid resources and capacity to some degree.

0:35:15.430 --> 0:35:35.770

Giancarlo Bruno

I know that in terms of future capacity, we're looking at things like what Cal ISO has approved in their transmission plans or has been approved by board of Directors and local generation projects for which the county or local jurisdiction has issued permits.

0:35:37.390 --> 0:35:38.870

Giancarlo Bruno

So that's really the.

0:35:41.640 --> 0:35:44.540

Giancarlo Bruno

The meat of what we're looking for on that analysis.

0:35:47.410 --> 0:35:52.340

Giancarlo Bruno

And of course, if there's any clarification needed, I'd be happy to provide some.

0:35:52.850 --> 0:35:55.780

Derek M Winning

Are there any other questions?

0:35:55.790 --> 0:35:56.660

Giancarlo Bruno

Uh, aside from?

0:35:58.960 --> 0:36:3.250

Giancarlo Bruno

The others just had to do with the forms and the page limits and stuff.

0:36:19.650 --> 0:36:22.960

Dan Andersen

Hey, one of their just a follow up on the data really.

0:36:25.340 --> 0:36:25.850

Dan Andersen

Do you have?

0:36:29.140 --> 0:36:31.20

Dan Andersen

But does the county have any?

0:36:32.620 --> 0:36:38.430

Dan Andersen

Economic models that maybe you're economic Development Department uses.

0:36:40.20 --> 0:36:41.410

Derek M Winning

Oh, that's an interesting question.

0:36:41.880 --> 0:36:45.170

Derek M Winning

I believe we still have a current license.

0:36:50.720 --> 0:36:51.0

Dan Andersen

OK.

0:36:52.390 --> 0:36:52.840

Richard Lee

The.



0:36:45.500 --> 0:36:54.600

Derek M Winning

The Valley counties actually purchased the REMI economic model, so should we still have a subscription.

0:36:54.610 --> 0:36:55.710

Derek M Winning

I believe we do.

0:36:55.840 --> 0:36:57.670

Derek M Winning

We can make that available also.

0:36:56.20 --> 0:36:58.210

Dan Andersen

OK. Yeah.

0:36:57.960 --> 0:36:59.40

Derek M Winning

That great question.

0:36:59.90 --> 0:37:6.240

Derek M Winning

Yeah, especially I might be able to study the benefit of managed truck lane or something like that, right?

0:37:6.430 --> 0:37:7.90

Dan Andersen

Right, right.

0:37:11.80 --> 0:37:12.40

Dan Andersen

Yeah, very helpful.

0:37:11.90 --> 0:37:12.680

Derek M Winning

Thank you for bringing that question up.

0:37:12.990 --> 0:37:14.300

Derek M Winning

You guys asked for more data.

0:37:14.310 --> 0:37:15.900

Derek M Winning

How could I forget about REMI?

0:37:31.560 --> 0:37:32.550

Dan Andersen

I can't think of anything else.

0:37:37.220 --> 0:37:37.350

Richard Lee

Yeah.

0:37:36.810 --> 0:37:37.510

Dan Andersen

From my end.

0:37:36.90 --> 0:37:38.960

Derek M Winning

Uh, in well in it more specifically on REMI.

0:37:38.970 --> 0:37:42.540

Derek M Winning

It's the Pi plus module I think is like their base.

0:37:45.0 --> 0:37:45.220

Dan Andersen

OK.

0:37:44.670 --> 0:37:47.110

Derek M Winning

Think it's public investment is maybe what that stands for.

0:37:48.870 --> 0:37:49.170

Richard Lee

Umm.

0:37:50.110 --> 0:37:50.330

Dan Andersen

OK.

0:38:17.510 --> 0:38:18.660

Arthur Chen (TJKM)

I don't have any more questions.

0:38:19.50 --> 0:38:20.80

Arthur Chen (TJKM)

This has been very helpful.

0:38:33.210 --> 0:38:38.380

Giancarlo Bruno

Thanks everyone for your interest and we hope to hear again from you very soon.