



San Joaquin Valley Regional Policy Council

c/o Kern Council of Governments – 1401 19th Street, Suite 300 – Bakersfield, CA 93301
Phone: 661-861-2191 – FAX: 661-324-8215

Chair
Mayor Robert
Poythress
City of Madera

Vice-Chair
Mayor Amarpreet
Dhaliwal
City of San Joaquin

**Fresno Council of
Governments**

**Kern Council of
Governments**

**Kings County
Association of
Governments**

**Madera County
Transportation
Commission**

**Merced County
Association of
Governments**

**San Joaquin
Council of
Governments**

**Stanislaus Council
of Governments**

**Tulare County
Association of
Governments**

**San Joaquin Valley
Air Pollution
Control District**

Meeting Agenda Friday, June 19, 2015 Time: 9:00 a.m. to 10 a.m.

Meeting Location:
Hanford Civic Auditorium
400 N. Douty Street
Hanford, CA 93230

Teleconference Number: 1-712-432-1212
Participant Code: 432-600-639

CALL TO ORDER AND INTRODUCTIONS – VICE CHAIR DHALI WAL

APPROVAL OF MINUTES

Enclosure

1. February 6, 2015 Regional Policy Council Meeting

Vice-Chair
Dhaliwal



DISCUSSION/ACTION ITEMS

2. RTP/Sustainable Communities Strategies/Air Quality
Update and Discussion
3. Valley Legislative Affairs Committee
 - a. Discuss Logistics for Valley Voice D.C., September 9-10, 2015
 - b. Discuss Priority Policy Requests and Assign Speakers
 - c. Approve Letters of Support for Pending California Legislation

Tanisha Taylor

Robert Phipps



4. Building a San Joaquin Valley Cap and Trade Coalition
Discussion and Possible Action for Next Steps

SJVAPCD

5. Administrative
Approve Fiscal Year 2015-16 Meeting Calendar

Staff



Short verbal updates will be provided by staff for each of the Informational Items. Written summaries for select Informational Items are included in the agenda packet.

- ## OTHER ITEMS

- Note: The general public may comment on listed agenda items as they are considered.***

(Tentative Date for a Phone Conference Meeting to Discuss Valley Voice D.C., time TBD)

The public meeting location and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at 559.266.6222, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.



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ITEM 1

Executive Minutes

Regional Policy Council Meeting
Friday, February 6, 2015
Time: 11:00 a.m. to 12 p.m.

This was a phone conference meeting.

Members Attending:

MEMBER	COG	TITLE	REGION
Robert Poythress – Chair	MCTC	Mayor	City of Madera
Amarpreet Dhaliwal – Vice Chair	Fresno COG	Mayor	City of San Joaquin
Gary Yep	Fresno COG	Mayor	City of Kerman
Cheryl Wegman	Kern COG	Mayor Pro Tem	City of Wasco
Harold Hanson	Kern COG	Councilmember	City of Bakersfield
Russ Curry	KCAG	Mayor	City of Hanford
Tom Wheeler	MCTC	Supervisor	Madera County
David Rogers	MCTC	Supervisor	Madera County
Mike Villalta	MCAG	Mayor	City of Los Banos
John Pedrozo	MCAG	Supervisor	Merced County
Steve Bestolarides	SJ COG	Supervisor	San Joaquin County
Luis Molina	Stan COG	Mayor	City of Paterson
Allen Ishida	TCAG	Supervisor	Tulare County
Rudy Mendoza	TCAG	Mayor	City of Woodlake

Others:

See Appendix A for list of others attending

CALL TO ORDER AND INTRODUCTIONS – CHAIR POYTHRESS

APPROVAL OF MINUTES

1. December 12, 2014 Regional Policy Council Meeting

There was a motion to approve the December 12, 2014 Regional Policy Council meeting minutes:

First Motion:

Mr. David Rogers

Seconded Motion:

Mr. Harold Hanson

No Nays

Motioned Carried

Chair

Mayor
Robert Poythress
City of Madera

Vice-Chair

Mayor
Amarpreet Dhaliwal
City of San Joaquin

Fresno Council of
Governments

Kern Council of
Governments

Kings County
Association of
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Madera County
Transportation
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Merced County
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San Joaquin
Council of
Governments

Stanislaus Council
Of Governments

Tulare County
Association of
Governments

San Joaquin Valley Air
Pollution Control
District

DISCUSSION/ACTION ITEMS

2. Administrative Action Item

Michael Sigala

Approve By-Law Amendments Pertaining to the Directors' Committee Meetings

Mr. Sigala presented for consideration changes to the Regional Policy Council bylaws that allow for future Directors' Committee meetings to operate in more of a staff only capacity when needed. This may include certain monthly meetings, or portions of each meeting, shall be "Directors' only" to allow for sensitive discussions to occur.

There was a motion to approve the revised bylaws:

First Motion:	Mr. Luis Molina
Seconded Motion:	Mr. Steve Bestolarides
No Nays	
Motioned Carried	

3. Valley Voice Sacramento, March 4, 2015

Robert Phipps/
Gus Khouri

Approve Legislative Platform, Discuss Agenda, Speaker Assignments, Information Packet, Logistics, etc.

Mr. Phipps initiated the report by stating that supplemental materials (draft itinerary and binder materials) were circulated amongst the Directors for the Valley Voice Sacramento trip. Mr. Phipps then directed Mr. Gus Khouri to talk about the itinerary in more detail.

Mr. Khouri reported that there has been a high turnover in the legislature. The State Assembly has 27 new members and the State Senate has 11 new senators. Mr. Khouri added that Governor Brown proposed his budget on January 9, 2015 acknowledging a severe deficit as far as meeting our infrastructure needs. The Governor proposes to convene a Road User Charge Tax Force. Currently, transportation funding has been dependent on two sources: gas taxes and bond measures. Mr. Khouri noted the 65 percent of all existing revenues come from local jurisdictions and recently Cap and Trade revenues have been made available although the amount is allocated to a myriad of sources.

Mr. Khouri proposed for two main "asks". One, looking at existing resources, e.g. Cap and Trade revenues (purchasing more rail cars, improving rail facilities or adding more rail extensions). Secondly, supporting Assembly Speaker Atkins proposal to (1) restore the commercial truck weight fees and (2) increase vehicle registration fees. Restoring the commercial weight fees would generate about \$1 billion dollars annually. Increasing vehicle registration fees can generate approximately \$1.8 billion, \$800 million of which would be used to continue to pay the down the bond debt service and dedicating the remaining \$1 billion back to transportation. The overall result would be \$2 billion dollars in additional revenue for transportation services with the priority placed on maintenance. Mr. Khouri stated this is an encouraging proposal although this proposal is preliminary.

Mr. Khouri then discussed the meeting logistics and draft itinerary. Mr. Phipps reviewed the material in the draft binder. He added that currently there are five interest issue areas with the potential of adding Assembly Speaker Atkins proposal discussed earlier. As an action, Mr. Phipps requested for the assignments of a primary speaker and alternate speaker per interest area. A discussion ensued on the assignment of speakers per interest area. The following is the outcome of the discussion:

Interest Area(s)	Primary Speaker	Alternate Speaker
Support Goods Movement Activities and Projects	Supervisor David Rogers	Mayor Luis Molina

Cap and Trade Funding	Mayor Amarpreet Dhaliwal	Mayor Rudy Mendoza
San Joaquin Amtrak Intercity Passenger Rail	Supervisor John Pedrozo	Supervisor Steve Bestolarides
Motorist Aid System: Multiple Service Elements	Mayor Pro Tem Cheryl Wegman	Mayor Mike Villalta
Water Quality, Supply and Reliability	Supervisor David Rogers	Mayor(s) Rudy Mendoza Amarpreet Dhaliwal
Assembly Member Toni Atkins Proposal for Transportation Funding*	Mayor Robert Poythress	TBA

**Potential item to be added*

A discussion ensued regarding the water issue and what the talking points will be. Mr. Phipps noted that the request would be that the SJV needs an adequate, diverse water supply to support economic growth, retain the world-class agricultural base, maintain a reliable urban water supply and protect the local environment. They will also recognize the California Partnership for the San Joaquin Valley efforts on their assessment on the water environment.

Mr. Phipps concluded by announcing the trip logistics (travel arrangements) and reiterating the draft meeting itinerary for the day.

OTHER ITEMS

4. Informational Items

Staff

There were no informational items presented.

5. Member Comments

There were no member comments presented.

6. Public Presentation for Items Not on Agenda

There were no public comments presented.

Meeting adjourned at approximately 11:57 a.m.

Next Regional Policy Council Meeting: Friday, June 19, 2015

Appendix A: List of Other Attendees

In Attendance (phone):	
Individual	Organization
Carlos Yamzon	Stanislaus Council of Governments
Marjie Kirn	Merced County Association of Governments
Patricia Taylor	Madera County Transportation Commission
Tony Boren	Fresno Council of Governments
Michael Sigala	San Joaquin Valley Coordinator
Jose Ramirez	Sigala Inc
Ahron Hakimi	Kern Council of Governments
Robert Phipps	Kern Council of Governments
Ken Baxter	Caltrans, District 10
Gus Khouri	Khouri Consulting

MAP-21 Reauthorization Principles.

In crafting legislation reauthorizing MAP-21, the San Joaquin Valley Policy Council recommends the following principles, with particular emphasis on maintaining and supporting federal formula funding allocations to regions.

Request Summary:**Financing**

The San Joaquin Valley Regional Policy Council supports a multi-year bill (four to six years) that would provide stability and certainty and allow for more deliberate economic investment that assures global competitiveness and job growth. The financial integrity of the Highway and Transit Trust Funds should be ensured.

The Policy Council supports provisions for a national freight program and maintaining formula funding allocations to regions. Congress should increase transportation funding to reinvest in our transportation infrastructure and provide dedicated funding to rail as part of a multimodal bill. The federal government should also support innovative funding mechanisms including alternatives to the per-gallon gasoline tax, such as a road user charge or other user-based revenues. Congress should support providing states and regions the same flexibility in funding Interstate highway reconstruction as is already available for non-Interstate highways.

Performance-based measures

Performance-based decision making and performance measures are key tools for making efficient and cost-effective investments. These measures include traffic congestion, National Highway System performance, and data analysis including vehicle miles traveled. There should be continued effort adopt performance-based measures and goals by USDOT and additional federal funding to ensure more performance monitoring.

Streamline planning, programs and project delivery

Support continued efforts to streamline and reform Federal surface transportation programs as well as efforts to streamline project delivery. This can be achieved through further opportunities for state and regional stewardship through delegation programs, increasing state and regional flexibility for using alternative project delivery methods and integrating planning, project development, review, permitting, and environmental processes to reduce delay. Support efforts to address multimodal connectivity and integration within the planning process.

Fix it first

We should rebuild and maintain transportation infrastructure in a good state of repair. Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Priority should be given to preservation and maintenance of the existing system of roadways, bridges, transit routes, railroads, ports and airports. Support should also be provided to replace obsolete transit and rail equipment, and to modernize transportation infrastructure to comply with Americans with Disabilities Act (ADA) requirements.

Contact:

Andy Chesley
Executive Director
San Joaquin Council of Governments
555 E. Weber Ave.
Stockton, CA 95202-2804

Goods Movement

1. Support a national freight program and a dedicated funding source for that program.
2. Support recommendations from the California Freight Mobility Plan and the National Freight Advisory Committee to the Department of Transportation.
3. Support policy and funding for priority projects identified in the San Joaquin Valley Interregional Goods Movement Plan.

Request Summary:

The San Joaquin Valley is California's fastest growing region and the nation's No. 1 agricultural producer, generating more than \$35 billion every year in nuts, lettuce, tomatoes, wine grains and other products. The Valley plays a major role in processed foods and energy products nationally and internationally. As a growing and diversified region, the Valley depends on an efficient goods movement system for its long-term economic success and to safely move resources throughout the nation.

- In 2010, goods movement-dependent industries in the San Joaquin Valley generated approximately \$56 billion.
- Freight volumes are projected to grow from 500 million tons in 2007 to almost 800 million tons by 2040.
- Through 2040, roughly 93 percent of all commodity movement will be carried by truck.

The San Joaquin Valley goods movement interregional infrastructure system includes more than 31,420 roadway miles; two major Class 1 railroads (BNSF Railway & Union Pacific); short line and regional railroads; the Port of Stockton; seven air cargo airports and several existing and planned multimodal transfer facilities.

The eight San Joaquin Valley Regional Planning Agencies, working in partnership with state, federal, and private stakeholders, have developed the San Joaquin Valley Interregional Goods Movement Plan, which aims to improve efficiency and reliability of the San Joaquin Valley's goods movement system through an investment plan of project improvements and strategies.

The prioritized list of San Joaquin Valley goods movement projects include north-south highway capacity improvements to I-5 and SR 99; east-west connectors; "first and last mile connectors"; rail improvements; port and rail economic development projects; and strategic regional programs. The Goods Movement Plan and projects are consistent with California's Freight Mobility Plan and the Valley has played an active role in the California Freight Advisory Committee.

How does this request impact economic development?

Goods movement-dependent industries remain the foundation for many local area economies within the San Joaquin Valley. In 2010, more than 44 percent of the region's employment (564,000 jobs) was provided by goods movement-dependent industries. This amount is anticipated to grow by 2040 to more than 813,000 jobs provided by industries such as wholesale and retail trade, farming, manufacturing, and transportation and utilities jobs. An efficient goods movement system in the San Joaquin Valley will ensure these, and additional employment opportunities are realized.

Contact:

Andy Chesley
Executive Director
San Joaquin Council of Governments
555 E. Weber Ave.
Stockton, CA 95202-2804

National Freight Program and Revenue Source

Support a National Freight Program as outlined in GROW AMERICA and S. 2322 that provides \$2 billion per year over its five-year lifetime through a combination of the following revenue increases:

Revenue Stream	Revenue Increase	Estimated Annual Yield (in millions)	Estimated Five-year Yield (in millions)
Container Tax	\$2 per TEU	\$842	\$4,210
Freight charge (all modes)	\$.02 per ton	\$360	\$1,800
Oil Lease Royalties (partial dedication)	6.5% of GF revenues	\$357.5	\$1,787.5
Customs Revenues (partial dedication)	1% of receipts	\$357	\$1,785
Tire Tax on Trucks (increase)	20% increase	\$86	\$430
TOTAL		\$2,002.5	\$10,012.5

Request Summary:

The San Joaquin Valley continues to experience increasingly heavier truck traffic on State Route 99 and Interstate 5 along with multiple east-west freeways through all eight counties. As representatives of a growing logistical hub, the SJV Policy Council agrees with Administration and Senate proposals to establish a national freight program that would include both formula shares and incentive grant programs to states designed to improve the efficiency and reliability of freight movement in the United States.

Under S. 2322, states would be required to establish a Freight Advisory Committee and Freight Plan to obligate federally apportioned funds. California has been a leader on both of these fronts and will compete favorably with other states under this model. In addition, rural projects would receive no less than 20 percent of amounts made available in a fiscal year.

The state is further poised to compete well for corridors on the proposed 27,000-mile national highway freight network, consisting of the Primary Highway Freight Network, Critical Rural Freight Corridors and National Highway System Intermodal Connectors, among others.

How does this request impact economic development?

The San Joaquin Valley is California's top agricultural producing region, growing more than 250 unique crops and much of the Nation's fruits, vegetables, and nuts. California is the nation's leading dairy state, with three-quarters of its dairy cows located in the Valley. The annual gross value of agricultural production in the Valley is more than \$25 billion. As a growing logistical hub for agriculture and numerous distribution centers, the Valley's freight growth is projected to outpace its population over the next two decades. Given California's focus as a leader in reducing greenhouse gas emissions and the resulting reductions in vehicle miles traveled, consensus in the transportation industry suggests future operational and capital expansion will focus on freight corridors first and foremost.

Contact:

Andy Chesley, Executive Director
San Joaquin Council of Governments
555 E. Weber Ave.
Stockton, CA 95202-2804

Bridges

Continue bridge replacement and rehabilitation funding through the Surface Transportation Program, and include “off-system” bridges.

Request Summary:

Bridge maintenance and rehabilitation is a growing national problem and is especially troublesome in California. In 2012, FHWA reported that California had 2,306 structurally deficient non-NHS bridges, covering 2,155,168 square miles. Eleven Bridges were replaced in 2012. Estimates range from \$3.7 trillion to replace all structurally deficient, non-highway system bridges in California to \$2.5 trillion to repair them.

Considering declining gas tax revenues for transportation and other budget woes, securing the money to repair or replace thousands of bridges, while fixing the other parts of our aging highway and transit networks, is a critical national issue. The maintenance backlog will only grow as bridges age and costs rise. The Federal Highway Administration estimates that repairing the nation’s deficient bridges would cost a staggering \$76 trillion. This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate system – near the end of their expected lifespan.

MAP-21 eliminated a dedicated fund for bridge repair. Instead, states are directed to set standards that they expect to meet for repair but with limited enforcement in case of failure. Bridge repair now must compete with other transportation needs. At the same time, MAP-21 reduced access to funds for the nearly 90 percent of structurally deficient bridges that are not part of the National Highway System (the interstates plus larger state highways).

In the San Joaquin Valley, funding for bridge replacement and rehabilitation is a high-priority. Combined, the eight SJV counties contain more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7 percent.

We want to encourage a stable, long term funding source dedicated to bridge maintenance and repair in future transportation bills that would include off-system bridges as well.

How does this request impact economic development?

The San Joaquin Valley is California’s top agricultural producing region, growing more than 250 unique crops and much of the Nation’s fruits, vegetables, and nuts. California is the nation’s leading dairy state, with three-quarters of its dairy cows located in the Valley. The annual gross value of agricultural production in the Valley is more than \$25 billion. Moving these products from farm to market requires a significant transportation infrastructure. The current infrastructure is in dire need of maintenance and rehabilitation in order to be viable both today, and in the future.

Contact:

Benjamin A. Kimball
Tulare County Association of Governments
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bkimball@tularecog.org



2015 Federal Clean Air Act Modernization Proposal

Since its adoption, the Clean Air Act has led to significant improvements in air quality and public health benefits throughout the nation. In many areas of the nation, air pollution levels have been reduced to historical lows. We support the well-intentioned concepts in the Clean Air Act that call for routine review of health-based air quality standards, clean air objectives that are technology-forcing, and clean-air deadlines that ensure expeditious clean-up and timely action.

The Clean Air Act was last amended in 1990. Over the last 25 years, local, state, and federal agencies and affected stakeholders have learned important lessons from implementing the law and it is clear now that a number of well-intentioned provisions in the Act are leading to unintended consequences. This experience can inform efforts to enhance the Clean Air Act with much needed modernization. The following proposal is designed to provide specific language aimed at improving the Act's effectiveness and efficiency.

1. PROBLEM: Since the 1970's, EPA has established numerous ambient air quality standards for individual pollutants. We have now reached a point where various regions throughout the nation are subject to multiple iterations of standards for a single pollutant. For instance, there are currently 4 pending standards for ozone and 4 pending standards for PM_{2.5}. Each of these standards requires a separate attainment plan which leads to multiple overlapping requirements and deadlines. This in turn results in a great deal of confusion, costly bureaucracy, and duplicative regulations, all without corresponding public health benefits.

SOLUTION: When a new standard is published, the old standard for that pollutant should be subsumed. States should be allowed to develop a single attainment plan that harmonizes increments of progress and other milestones without allowing for any rollback or backsliding.

PROPOSED AMENDMENTS: To avoid duplicative requirements and confusion, the RFP milestones must be synchronized when a new standard is published, for any region with a pending implementation plan for an older version of the standard for that pollutant. Towards that end, the first RFP milestone for the new standard should be aligned with the next required milestone for the old standard. The reductions required for aligned milestones shall be either 3 percent of the baseline for the new standard or the RFP emission reduction targets established under the existing plan, whichever is greater.

For ozone, add new subsection 182(k) as follows:

(k) RFP Milestone Alignment for Areas with Pending Attainment Plans

Notwithstanding any other provisions of this section, the RFP milestones and emission reduction targets in areas that have submitted a plan to the Administrator for the older version of a standard for the same pollutant being addressed by a new standard shall be set as follows:

The first RFP milestone for the new standard shall be set at the next RFP milestone date for the existing standard addressed in the current plan. Subsequent milestones will be every three years from the first milestone until attainment. The reductions required at the aligned milestones that address more than one standard shall be either 3 percent of the baseline for the new standard or the RFP emission reduction targets established under the current plan for the older standard, whichever is greater.

For particulates, add new subsection 189(c)(4) as follows:

(4) RFP Milestone Alignment for Areas with Pending Attainment Plans

Notwithstanding any other provisions of this section, the RFP milestones and emission reduction targets in areas that have submitted a plan to the Administrator for the older version of a standard for the same pollutant being addressed by a new standard shall be set as follows:

The first RFP milestone for the new standard shall be set at the next RFP milestone date for the existing standard addressed in the current plan. Subsequent milestones will be every three years from the first milestone until attainment. The reductions required at the aligned milestones that address more than one standard shall be either those required for the new standard or the RFP emission reduction targets established under the current plan for the older standard, whichever is greater.

2. PROBLEM: Mobile and stationary sources throughout the nation have now been subject to multiple generations of technology forcing regulations that have achieved significant air quality benefits. Meeting the new standards that approach background concentrations call for transformative measures that require time to develop and implement. These transformative measures require new technologies that in many cases are not yet commercially available or even conceived. The formula-based deadlines and milestones that were prescribed in the Act 25 years ago now lead to mandates that are impossible to meet.

SOLUTION: In establishing deadlines and milestones, the Act should be amended to require control measures that lead to the most expeditious attainment of health based standards while taking into account technological and economic feasibility. These deadlines and milestones should also consider background pollution concentrations and

the region's geography, topography, and meteorology that affect pollutant formation and dispersion.

PROPOSED AMENDMENTS:

In relation to RFP targets for ozone, amend subsection 182(b)(1)(A)(ii)(III) as follows:

the plan reflecting a lesser percentage than 15 percent includes all measures that can feasibly be implemented in the area, in light of technological achievability and economic feasibility.

In relation to RFP targets for ozone, amend subsection 182(c)(2)(B)(ii) as follows:

an amount less than 3 percent of such baseline emissions each year, if the State demonstrates to the satisfaction of the Administrator that the plan reflecting such lesser amount includes all measures that can feasibly be implemented in the area, in light of technological achievability and economic feasibility.

In relation to RFP targets for ozone, amend subsection 182(e) as follows:

Each State in which all or part of an Extreme Area is located shall, with respect to the Extreme Area, make the submissions described under subsection (d) of this section (relating to Severe Areas), and shall also submit the revisions to the applicable implementation plan (including the plan items) described under this subsection. ~~The provisions of clause (ii) of subsection (c)(2)(B) of this section (relating to reductions of less than 3 percent),~~ ~~t~~The provisions of paragraphs [6] (6), (7) and (8) of subsection (c) of this section (relating to de minimus [7] rule and modification of sources), ~~and the provisions of clause (ii) of subsection (b)(1)(A) of this section (relating to reductions of less than 15 percent)~~ shall not apply in the case of an Extreme Area. For any Extreme Area, the terms "major source" and "major stationary source" includes [8] (in addition to the sources described in section 7602 of this title) any stationary source or group of sources located within a contiguous area and under common control that emits, or has the potential to emit, at least 10 tons per year of volatile organic compounds.

In relation to RFP targets for particulates, amend subsection 189(c)(1) as follows:

Plan revisions demonstrating attainment submitted to the Administrator for approval under this subpart shall contain quantitative milestones which are to be achieved every 3 years until the area is redesignated attainment and which demonstrate reasonable further progress, as defined in section 7501(1) of this title, and which take into account technological achievability and economic feasibility, toward attainment by the applicable date.

In relation to the attainment deadlines for ozone:

Amend section 181(a) by adding the following new subsection 181(a)(6):

Notwithstanding table 1, if an area is already classified as extreme for an existing standard, then the area shall be classified as extreme at the time of designation for the new standard.

Amend section 181(a) by amending table 1 as follows:

TABLE 1		
Area class	Design value*	Primary standard attainment date**
Marginal	0.121 up to 0.138	3 years after November 15, 1990
Moderate	0.138 up to 0.160	6 years after November 15, 1990
Serious	0.160 up to 0.180	9 years after November 15, 1990
Severe	0.180 up to 0.280	15 years after November 15, 1990
Extreme	0.280 and above	20 years after November 15, 1990 <u>As prescribed in section 181(a)(7)</u>

Amend section 181(a) by adding the following new subsection 181(a)(7):

Areas shall attain the standard as expeditiously as possible with the most effective measures that take into account technological achievability and economic feasibility. The area shall quantify reductions needed to achieve attainment consistent with section 182(e)(5). Every 5 years after the plan is approved by the Administrator, the area shall demonstrate that all measures that are technologically achievable and economically feasible are implemented or will be included in the plan to ensure expeditious implementation. The plan shall also include measures for advancing the development and deployment of new technologies.

Amend section 182(e)(5) as follows:

(5) New technologies

The Administrator may, in accordance with section 7410 of this title, approve provisions of an implementation plan for an Extreme Area which anticipate development of new control techniques or improvement of existing control technologies, and an attainment demonstration based on such provisions, ~~if the State demonstrates to the satisfaction of the Administrator that~~

~~*(A) such provisions are not necessary to achieve the incremental emission reductions required during the first 10 years after November 15, 1990; and*~~

~~(B) the State has submitted enforceable commitments to develop and adopt contingency measures to be implemented as set forth herein if the anticipated technologies do not achieve planned reductions.~~

~~Such contingency measures shall be submitted to the Administrator no later than 3 years before proposed implementation of the plan provisions and approved or disapproved by the Administrator in accordance with section 7410 of this title. The contingency measures shall be adequate to produce emission reductions sufficient, in conjunction with other approved plan provisions, to achieve the periodic emission reductions required by subsection (b)(1) or (c)(2) of this section and attainment by the applicable dates. If the Administrator determines that an Extreme Area has failed to achieve an emission reduction requirement set forth in subsection (b)(1) or (c)(2) of this section, and that such failure is due in whole or part to an inability to fully implement provisions approved pursuant to this subsection, the Administrator shall require the State to implement the contingency measures to the extent necessary to assure compliance with subsections (b)(1) and (c)(2) of this section.~~

~~Any reference to the term "attainment date" in subsection (b), (c), or (d) of this section which is incorporated by reference into this subsection, shall refer to the attainment date for Extreme Areas.~~

3. PROBLEM: The Act as it relates to the demonstration of Reasonable Further Progress or Rate of Progress treats all precursors the same, regardless of their potency in harming public health or achieving attainment. Driven by a rapidly expanding body of scientific research, there is now a growing recognition within the scientific community that from an exposure perspective, the National Ambient Air Quality Standards metrics for progress are a necessary but increasingly insufficient measure of total public health risk associated with air pollutants. In particular, control strategies for sources of PM_{2.5} and ozone do not necessarily account for qualitative differences in the nature of their emissions. For PM_{2.5}, toxicity has been shown to vary depending on particle size, chemical species, and surface area. In the case of ozone, differences in the relative potency of ozone precursors, VOCs in particular, is not captured by a strict, mass-based approach to precursor controls.

SOLUTION: The Act should be amended to allow states to focus efforts on meeting new standards in the most expeditious fashion through deployment of scarce resources in a manner that provides the utmost benefit to public health. Towards that end, we recommend a more strategic approach in which public health serves as the key factor in prioritizing control measures, regulated pollutants, and sources of emissions. In establishing Reasonable Further Progress or Rate of Progress, the Act should give a greater weight to pollutants that have greater impact on achieving attainment and improving public health. Additionally, in evaluating Reasonably Available Control Technology (RACT), measures that reduce precursors with more impact on ozone formation should be given higher scores than measures that may reduce greater amounts of less potent ozone precursors.

For example, VOC compounds vary significantly in their contribution to the formation of ozone in the San Joaquin Valley. Similarly, NOx emissions reductions have been demonstrated to be approximately 20 times more effective than VOC emissions reductions in reducing the formation of ozone in the San Joaquin Valley. We therefore recommend that in demonstrating Reasonable Further Progress, EPA allow for an alternative approach that can demonstrate equivalent reductions in ozone concentrations as compared to the straight requirement of 3% per year reduction of VOCs and/or NOx.

PROPOSED AMENDMENTS:

Amend Section 182:

(C) NOx control

The revision may contain, in lieu of the demonstration required under subparagraph (B), a demonstration to the satisfaction of the Administrator that the applicable implementation plan, as revised, provides for reductions of emissions of VOC's and oxides of nitrogen (calculated according to the creditability provisions of subsection (b)(1)(C) and (D) of this section), that would result in a reduction in ozone concentrations at least equivalent to that which would result from the amount of VOC emission reductions required under subparagraph (B). Within 1 year after November 15, 1990, the Administrator shall issue guidance concerning the conditions under which NOx control may be substituted for VOC control or may be combined with VOC control in order to maximize the reduction in ozone air pollution. In accord with such guidance, a lesser percentage of VOCs may be accepted as an adequate demonstration for purposes of this subsection. The Administrator shall allow the use of NOx reductions in lieu of VOC reductions. The credit for NOx reductions shall be weighted in proportion to their effectiveness in reducing ozone concentrations in relation to the effectiveness of VOC reductions as demonstrated by the attainment modeling submitted with the plan.

4. PROBLEM: Requiring contingency measures in extreme nonattainment areas is irrational and unnecessary. The Act requires all attainment plans to include contingency measures, defined as extra control measures that go into effect without further regulatory action, if planned emissions controls fail to reach the goals or targets specified in the attainment plan. While requiring backup measures was a well-intentioned provision, it does not make sense in areas that have been classified as "extreme" non-attainment for ozone. These areas, by definition, have already implemented all available and foreseeable measures and still need a "black box" of future measures to define and employ. The term "black box" refers to reductions that are needed to attain the standard, but technology to achieve such reductions does not yet exist. No measures are held in reserve in areas that are classified as "extreme" non-attainment for ozone. With no stones left unturned in such plans, requiring contingency measures in such areas makes no sense.

SOLUTION: We recommend that the Act be amended to eliminate the requirement for contingency measures in areas classified as “extreme” non-attainment by EPA.

PROPOSED AMENDMENTS:

Add to 172(c)(9) as follows:

(9) Contingency measures

Such plan shall provide for the implementation of specific measures to be undertaken if the area fails to make reasonable further progress, or to attain the national primary ambient air quality standard by the attainment date applicable under this part. Such measures shall be included in the plan revision as contingency measures to take effect in any such case without further action by the State or the Administrator.

Notwithstanding this or other sections, contingency measures shall not be required for extreme ozone nonattainment areas.

5. PROBLEM: The Act requirements for severe and extreme ozone nonattainment areas to address vehicle-related emissions growth must be clarified. Section 182(d)(1)(A) requires such areas to develop enforceable transportation control measures (TCMs) and transportation strategies “to offset any growth in emissions from growth in vehicle miles traveled ... and to attain reduction in motor vehicle emissions as necessary.” An area’s vehicle miles traveled (VMT) may increase due to increases in population (i.e., more drivers), people driving further (i.e., sprawl), or increases in pass-through traffic (i.e., goods movement).

Historically, EPA’s section 182(d)(1)(A) approach has allowed the use of vehicle turnover, tailpipe control standards, and the use of alternative fuels to offset the expected increase in VMT. This has allowed for the actual emissions reductions occurring from motor vehicles to be considered in meeting the applicable requirements. A recent Ninth Circuit Court decision, however, has called EPA’s current approach for demonstrating the offsetting of vehicle mile-related emissions growth into question, and has forced EPA to reevaluate its approach. Any change in approach that would require regions to offset vehicle growth regardless of population growth, and without recognition of emission reduction measures such as vehicle turnover and tailpipe control standards, would have a significant impact on many regions’ ability to develop an approvable attainment strategy and, under a strict interpretation, would actually render attainment impossible. Many TCMs and transportation strategies have already been implemented in nonattainment areas, and remaining opportunities are scarce and extremely expensive to implement, with relatively small amounts of emissions reductions available. A less inclusive section 182(d)(1)(A) approach would effectively penalize nonattainment areas for having population growth, and would not give credit to the significant emissions reductions being achieved from motor vehicles.

To illustrate this issue, such an interpretation applied to the District’s 1997 8-hour ozone standard attainment plan would require the elimination of 5.1 million vehicles, while the vehicle population of the Valley is projected to be only 2.6 million vehicles in 2023.

EPA recently established new guidance to address this issue that provides a potential path for reasonably addressing this CAA requirement. However, the path provided under this guidance will undoubtedly be challenged in court as it is utilized by regions like the San Joaquin Valley in the coming years. To provide certainty moving forward, the CAA should be amended to clearly include the methodology for reasonably satisfying this requirement.

SOLUTION: The Act should be amended to allow states to take credit for all transportation control measures and strategies and not punish areas that have implemented transportation control measures and strategies that have achieved early reductions in emissions.

PROPOSED AMENDMENTS:

(1) Vehicle miles traveled

(A) Within 2 years after November 15, 1990, the State shall submit a revision that identifies and adopts specific enforceable transportation control strategies and transportation control measures to offset any growth in emissions from growth in vehicle miles traveled or numbers of vehicle trips in such area and to attain reduction in motor vehicle emissions as necessary, in combination with other emission reduction requirements of this subpart, to comply with the requirements of subsection [5] (b)(2)(B) and (c)(2)(B) of this section (pertaining to periodic emissions reduction requirements). The State shall consider measures specified in section 7408(f) of this title, and choose from among and implement such measures as necessary to demonstrate attainment with the national ambient air quality standards; in considering such measures, the State should ensure adequate access to downtown, other commercial, and residential areas and should avoid measures that increase or relocate emissions and congestion rather than reduce them. As new ozone standards are established, for areas that have implemented early transportation control strategies and transportation control measures, the baseline for demonstrating compliance under this subsection shall remain fixed at 1990 independent of the baseline date for the new plan.



June 19, 2015

Via Fax: (916) 319-2130

The Honorable Luis Alejo, Assemblymember
State Capitol, Room 2117
Sacramento, CA 95814

Subject: Support for AB 227, Truck Weight Fee Revenues

Assemblymember Alejo:

The San Joaquin Valley Regional Planning Agencies support AB 227, which would retain truck weight revenues in the State Highway Account. AB 227 would require loans to the General Fund from transportation accounts be repaid by December 31, 2018, and provide that fuel excise tax revenues be allocated with a 44/44/12 percent split, respectively among the STIP, SHOPP and city and county roads.

With the declining purchasing power of the federal gas tax, the San Joaquin Valley Regional Planning Agencies recognizes the need to free transportation-related revenues for network maintenance and operations. AB 227, along with similar bills such as SB 16 and SCA 7, recognizes that the state is running General Fund surpluses and no longer requires transportation revenues for bond servicing.

Thank you for authoring AB 227. We believe bills such as this one will lead to a better transportation network statewide, region-by-region.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council

Chair
Mayor
Robert Poythress
City of Madera

Vice-Chair
Mayor Amarpreet
Dhaliwal
City of San Joaquin

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**Chair
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June 19, 2015

Via Fax: (916) 319-2131

The Honorable Henry T. Perea, Assemblymember
31st Assembly District
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0031

Subject: Support for Assembly Bill 857

Assemblymember Perea:

The San Joaquin Valley Regional Transportation Planning Agencies support AB 857 (Bill), which would provide incentives to support the deployment of clean and low carbon heavy-duty vehicles involved in goods movement throughout California. The Bill will result in improved air quality and public health for the 4.5 million residents who call the San Joaquin Valley home.

As you are aware, the San Joaquin Valley's economy relies heavily on an efficient transportation network as goods movement dependent industries account for approximately 44 percent of the region's employment. Trucks account for a high percentage (90 percent) of all modes of freight movement in the Valley with State Route 99 and Interstate 5 serving as the "backbone" to our region and all of California.

According to the San Joaquin Valley Air Pollution Control District, emissions from trucks, trains, and aircraft account for about nine percent of daily PM2.5 and about 50 percent of daily NOx in the Valley. A transition to low carbon transportation technologies to address climate change in the long term would be extremely beneficial to the San Joaquin Valley's air quality.

Our recent goods movement planning efforts include an Emerging Priorities Planning Grant from Caltrans to assess alternative strategies to improve the mobility, efficiency and environmental health associated with the high truck traffic counts on Interstate 5 and State Route 99 in the San Joaquin Valley. AB 857 is timely and will support several of our freight planning implementation initiatives.

Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



**Chair
Mayor
Robert Poythress
City of Madera**

**Vice-Chair
Mayor Amarpreet
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June 19, 2015

Via Fax: (916) 319-2132

The Honorable Rudy Salas, Assemblymember
Assembly District 32
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0032

Subject: Support for AB 1043, State Route 43 Interregional Road System

Assemblymember Salas:

The San Joaquin Valley Regional Planning Agencies support Assembly Bill 1043, which would add State Route 43 (SR 43) to the Interregional Road System (IRRS). SR 43, commonly referred to as the "Central Valley Highway", comprises 97 miles of predominantly two-lane roadway originating in Kern County, traversing Tulare and Kings Counties, and terminating in Fresno County. The most dominant land use along the SR 43 corridor is agriculture.

SR 43 carries more than 18,000 vehicles daily and is identified as a key route for local freight transportation. SR 43 is also a transit route and provides access to intercity passenger rail service stations in Kern and Kings Counties. SR 43 is the only route with direct access to the Colonel Allensworth State Historical Park.

AB 1043 would amend Section 164.12 of the Streets and Highways Code to add SR 43 to the list of interregional and intercounty routes. SR 43 would then be eligible to compete for Interregional Improvement Program (IIP) funds in order to fund necessary capital improvement projects as demand warrants. It does not automatically give the funds to the regional transportation planning agencies (RTPAs). Through the State Transportation Improvement Program (STIP) process, the RTPAs must compete with the rest of the state and request the funds for programming by the California Transportation Commission.

SR 43 provides a necessary route for interregional travel of people and goods. Two state prisons are located on SR 43 and commuters among Fresno and Corcoran and Wasco travel this route to get there. Agricultural products are moved along this corridor. During frequent accidents on SR 99, SR 43 is used as an alternate route and is easily overwhelmed with traffic. SR 43 is a two-lane conventional highway that should be upgraded to a 4-lane expressway to meet travel and safety needs. By being able to compete for IIP funds, improvements to an important interregional route could be realized. Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



**Chair
Mayor
Robert Poythress
City of Madera**

**Vice-Chair
Mayor Amarpreet
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June 19, 2015

Via Fax: (916) 319-2131

The Honorable Henry T. Perea, Assemblymember
31st Assembly District
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0031

Subject: Support for Assembly Bill 1176

Assemblymember Perea:

The San Joaquin Valley Regional Transportation Planning Agencies support AB 1176 (Bill), which would establish the Advanced Low-Carbon Diesel Fuels Access program to reduce greenhouse gas emissions of diesel motor vehicle, primarily in disadvantaged communities. The Bill will result in improved air quality and public health for the 4.5 million residents who call the San Joaquin Valley home.

As you are aware, adverse environmental, health and economic indicators are prevalent in our communities where a majority of our residents reside in disadvantaged or environmental justice communities. Based on latest CalEnviroScreen model, 23 out of the top 30 most disadvantaged communities in California are located in the San Joaquin Valley.

AB 1176 would provide much needed capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure. Expanding and improving alternative fueling infrastructure is extremely important and necessary for the Valley's economic future, will help us address our environmental and health issues, and assist us in meeting our greenhouse gas reduction objectives.

Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



**Chair
Mayor
Robert Poythress
City of Madera**

**Vice-Chair
Mayor Amarpreet
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June 19, 2015

Via Fax: (916) 319-2160

The Honorable Eric Linder, Assemblymember
State Capitol, Room 2016
Sacramento, CA 95814

Subject: Support for AB 1364, California Transportation Commission

Assemblymember Linder:

The San Joaquin Valley Regional Planning Agencies support AB 1364, which would establish the California Transportation Commission (CTC) as an entity within state government as opposed to a subdivision of the Transportation Agency.

Given the CTC's mandate of reviewing and approving regional transportation improvement programs and the State Transportation Improvement Program, the San Joaquin Valley Regional Planning Agencies agree that the commission's role is better suited outside of the broader umbrella Transportation Agency.

Thank you for authoring AB 1364. We believe bills such as this one will lead to a better transportation network statewide, region-by-region.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



**Chair
Mayor
Robert Poythress
City of Madera**

**Vice-Chair
Mayor Amarpreet
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June 19, 2015

Via Fax: (916) 651-4915

The Honorable Jim Beall, Senator
15th Senate District
State Capitol Room 5066
Sacramento, CA 95814

Subject: Support for SB 16, Road Maintenance and Rehabilitation Program

Senator Beall:

The San Joaquin Valley Regional Transportation Planning Agencies support SB 16, which would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local streets and road system. SB 16 proposes to fund the program through a combination of redirected vehicle weight fees and additional revenues from user-based fuel taxes and vehicle registration fees.

The bill requires a continuous appropriation in the account for each five-year period in which the Legislature has authorized the program and would, for those fiscal years, allocate five percent of available funds to counties that approve a transactions and use tax on or after July 1, 2015, with the remaining funds to be allocated 50 percent for maintenance of the state highway system or to the state highway operation and protection program, and 50 percent to cities and counties.

Above all, the bill recognizes the need and desire among Californians to repair and maintain our vital road network and that existing funding streams are inadequate for that task. With an antiquated gas tax mechanism that has failed to address both maintenance and capital improvements, SB 16 calls for additional, user-based taxes and fees that will help raise funding levels eroded by inflation over the last two decades.

Representing more than 4.5 million residents in the San Joaquin Valley, our regional planning agencies appreciate your bill's intent to begin addressing this longstanding and significant problem by taking sorely needed action. On behalf of our residents and extensive road networks, we both voice our support and thanks for introducing SB 16.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



**Chair
Mayor
Robert Poythress
City of Madera**

**Vice-Chair
Mayor Amarpreet
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June 19, 2015

Via Fax: (916) 651-4915

The Honorable Jim Beall, Senator
15th Senate District
State Capitol Room 5066
Sacramento, CA 95814

Subject: Support for Senate Bill 321

Senator Beall:

The San Joaquin Valley Regional Transportation Planning Agencies support SB 321, which would require the Board of Equalization to adjust the fuel excise tax rate based on a five-year average that relies on fuel price data, from the immediately preceding four years and estimated fuel prices for the current fiscal year, to generate a forecasted fuel price that is weighted primarily by known fuel price data.

This requirement would have the net effect of ensuring a consistent level of fuel tax income to the state while also maintaining revenue neutrality over the long term. Considering the volatility of fuel prices on the open market and the loss of transportation-related funding in 2015 because of that volatility, SB 321 is necessary for state and local governments to fulfill their role in expanding and maintaining our transportation network.

The eight-county San Joaquin Valley is home to a population of more than 4.5 million residents, many of who live in severely economically disadvantaged communities that rely on stable transportation fund sources to operate their transit services and maintain their road networks. SB 321 provides that stability. Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



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June 19, 2015

Via Fax: (916) 651-4916

The Honorable Jean Fuller, Senator
16th Senate District
State Capitol, Room 3063
Sacramento, CA 95814

Subject: Support for SB 516 Transportation: Motorist Aid Services

Senator Fuller:

The San Joaquin Valley Regional Planning Agencies support SB 516, which would broaden the list of eligible motorist aid services established under California's Streets and Highways Code Section 2557 beyond a network of call boxes to provide for updated and more modern technologies to aid California motorists in their travels.

California's Streets and Highways Code Section 2550-2559 calls for a network of call boxes along the state's highways and expressways for motorist aid assistance. The code also allows for Service Authorities for Freeways and Expressways (SAFEs) to be established region-by-region to install and administer the call box network, using up to \$2 in vehicle registration fees to fund the system. Excess funds, beyond what is needed to maintain the call box network, are allowed to be spent on other motorist aid services, such as freeway service patrols, changeable message signs and traffic operations centers.

Largely due to the proliferation of cell phones over the last 20 years, call volumes from the roadside boxes have declined substantially throughout the state, raising the cost per call and generally making the networks a less efficient service for taxpayers. In the meantime, significant advancements in intelligent transportation systems (ITS) and mobile technology have allowed for new, less expensive motorist aid services, including phone and Web-based 511 traveler information systems, ramp meters, speed cameras and other architecture and services that benefit and ensure the safety of California's motorists.

The San Joaquin Valley Regional Planning Agencies collectively support SB 516, which changes the Streets and Highways Code Sections 2550-2559 to allow for these additional services and infrastructure to be included along with call boxes as eligible expenses, as determined by regional SAFEs. This change allows for each region to best service its constituents. While some rural areas may prefer call boxes on remote state highways, urban regions may find additional Intelligent Transportation System architecture to be a more relevant service for congestion relief and safety purposes.

In closing, SB 516 will offer regions such as ours to transition into newer, updated technology to help serve our motorists better. Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



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June 19, 2015

Via Fax: (916) 651-4929

The Honorable Bob Huff, Senator
29th Senate District
State Capitol, Room 305
Sacramento, CA 95814

Subject: Support for Senate Constitutional Amendment 7

Senator Huff:

The San Joaquin Valley Regional Transportation Planning Agencies support Senate Constitutional Amendment 7, which would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their operation, and from using those revenues other than as specifically permitted.

While the California Constitution restricts fuel tax revenue primarily for streets, highways and certain mass transit purposes, these restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. SCA 7 would close that loophole, prohibiting the Legislature from borrowing revenues from vehicle-related fees and taxes. The bill also disallows any fuel tax revenues to be used for bond repayment.

The eight-county San Joaquin Valley is home to a population of more than 4.5 million residents, many of who live in severely economically disadvantaged communities that rely on stable transportation fund sources to operate their transit services and maintain their road networks. SCA 7 seeks to provide that stability. Thank you for authoring this important bill.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council



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June 19, 2015

Via Fax: (916) 319-2190

The Honorable Eduardo Garcia, Chair
Assembly Jobs, Economic Development, and the Economy (JEDE) Committee
1020 N Street, Room 359
Sacramento, CA 95814

Subject: Support for Assembly Bill 1533: Infrastructure Financing

Assemblymember Garcia:

As Chairman of the San Joaquin Valley Regional Planning Agencies Directors, who represent the four million Californians who reside in the San Joaquin Valley, we urge you to support CA AB 1533. The San Joaquin Valley is California's geographic and agricultural production center and serves an important role in the national and international distribution of goods movement. CA AB 1533 would revise the definition of economic development facilities to include goods movement facilities and infrastructure. This bill would also expand the definition of port facilities to specifically reference airports, landports, waterports, and railports.

The San Joaquin Valley has a long history of working collaboratively and planning for all aspects of goods movement. The San Joaquin Valley Interregional Goods Movement Plan, finalized in 2013 was developed in coordination with the San Joaquin Valley Regional Planning Agencies, Caltrans and key private stakeholders. The Plan highlighted that through 2040, freight movement is anticipated to grow substantially reaching over 800 million tons by 2040, with trucks projected to carry the majority all goods. The changes detailed in CA AB 1533 would help the San Joaquin Valley continue to invest and implement the necessary upgrades needed to maintain the existing goods movement system for current sustainability and future growth. It is kindly requested that this support letter follow CA AB 1533 throughout the bill's legislative process.

Thank you for your support of CA AB 1533.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council

Meeting Calendar FY 2015-2016

San Joaquin Valley Regional Policy Council (& RPA Directors' Comm.)

ITEM 5

2015						
July						
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

	=	Executive Directors' Committee Meetings
	=	Washington DC Valley Voice (Sep 9-10, 2015)
	=	Policy Council Meetings (Dec 11, 2015 & June 17, 2016)
	=	Pre Valley Voice Phone Conference (Aug 28, 2015 & Feb 12, 2016)
	=	Fall Policy Conference (October 7-8, 2015)
	=	Sacramento Valley Voice (March 2016, dates tbd)

July 2 - Stockton
 Aug 6 - Fresno
 Sep 3 - Visalia
 Oct 7 - Merced
 Nov 5 - Madera
 Dec 3 - Bakersfield
 Jan 7 - Fresno
 Feb 4 - Lemoore
 Mar 3 - Madera
 April 7 - Modesto
 May 5 - Fresno
 June 2 - Madera

San Joaquin Valley Regional Policy Council

INFORMATIONAL ITEMS – June 19, 2015

6. San Joaquin JPA for Passenger Rail

D. Leavitt

Dan Leavitt, Manager of Regional Initiatives, or his representative may be in attendance to provide an update and answer any questions.

7. SJV Goods Movement

M. Sigala

The eight Valley Regional Planning Agencies have commenced the process for two goods movement planning efforts:

- 1) I-5/SR 99 Goods Movement Corridor Study – funded through the Caltrans Emerging Priorities grant program. The study will conduct a comprehensive assessment of goods movement strategies to maximize efficiency, mobility and safety on the Interstate 5 Corridor (I-5) in the San Joaquin Valley and related corridors such as State Route 99 (SR 99). The study will analyze the feasibility for strategic programs such as safe truck-only toll lanes, intelligent transportation system technology, triple trailers and heavier loads, and other innovative approaches to enhance our goods movement dependent economy. The Request for Proposals for this 18-month study was released on May 22, 2015.
- 2) San Joaquin Valley Goods Movement Sustainable Implementation Plan – funded through the Caltrans Partnership Planning for Sustainable Transportation grant program. The study will build on “next steps” recommendations from the 2013 San Joaquin Valley Interregional Goods Movement Plan and will focus identifying key “first and last mile” connectors, prioritize major rural corridors, assess truck routing and parking needs, and develop a framework for creating a goods movement model for the Valley. The Request for Proposals for this 18-month study was released on June 8, 2015.

The final California Freight Mobility Plan is complete and posted for review:

<http://www.dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

The next California Freight Advisory Meeting is scheduled for July 28, 2015 in Sacramento.

8. Caltrans Directors’ Report

S. Ehlert/D. Agar

Sharri Ehlert (District 6 Director) and Dennis T. Agar (District 10 Director), or their representatives, may be in attendance to provide an update and answer any questions.

9. High Speed Rail

D. Gomez

Diana Gomez, Central Valley Regional Director, or her representative may be in attendance to provide an update and answer any questions.

10. Short Haul Rail

A. Ishida

Supervisor Ishida, or his representative, will be available to provide an update and answer any questions.

11. Proposition 84/Blueprint/Greenprint

R. Terry

Prop 84, Round 2. Following is a brief report on the status of Round 2 activities:

San Joaquin Valley Regional Policy Council

INFORMATIONAL ITEMS – June 19, 2015

- (Task 1) Greenprint: Attached is the correspondence sent to experts in the fields of agriculture, biodiversity, water, and energy requesting their participation in an Expert Panel exercise to help with evaluating and refining our initial work in Phase I identifying Valley resources and to help in Phase II characterize and prioritize the key resource challenges and opportunities that we are facing in the San Joaquin Valley. An expert is an individual with knowledge and experience in the Valley in one or more of these fields.

The correspondence was sent to the experts on May 20. We have received over 15 positive responses indicating a willingness to participate in the Expert Panel process but also several responses indicating an inability to participate in the process, primarily due to time constraints from other commitments. The Greenprint Phase II Management Committee will conference on May 28 to discuss the status of the Expert Panels and determine which of the Committee members will contact which specific experts by phone to encourage additional participation.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) have been ongoing since January 2014. Fehr and Peers, as the selected consultant, is conducting activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

For any questions regarding Model Land-Use Revalidation efforts, please contact Mike Bitner at (559) 233-4148 Ext. 216 or via email at mbitner@fresnocog.org.

- (Task 3) Due to the completion of several anticipated Round 2 activities within Round 1, DOC representatives approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination. A total of \$55,000 for RHNA coordination and \$88,674 for SCS printing/duplication reflect the new line items. These amounts are to be allocated to each COG based upon population percentages (utilizing the Planning Center data), similar to other valley activities in the recent past. Below is a chart showing the breakdown of such allocations:

	Population	% of Valley Population	% of SCS \$	% of RHNA \$
Fresno	995,868	24%	\$20,841.54	\$13,200.00
Kern	907,502	21%	\$18,992.21	\$11,550.00
Kings	164,291	4%	\$3,438.28	\$2,200.00
Madera	164,714	4%	\$3,447.14	\$2,200.00
Merced	271,651	6%	\$5,685.12	\$3,300.00
San Joaquin	730,119	17%	\$15,279.94	\$9,350.00
Stanislaus	543,172	13%	\$11,367.51	\$7,150.00
Tulare	459,779	11%	\$9,622.26	\$6,050.00
TOTAL	4,237,096	100%	\$88,674	\$55,000

San Joaquin Valley Regional Policy Council

INFORMATIONAL ITEMS – June 19, 2015

All Round 2 activities must be completed by 9/30/16, in accordance with the 3-year DOC grant period. For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

Blueprint. No Blueprint updates at this time.

For any questions regarding the above notated items, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

12. California Partnership for the San Joaquin Valley

J. Chilingirian

Board Meeting: The Partnership Board hosts its second meeting for 2015 on Friday, June 19, from 10am to 3pm, at the Hanford Civic Auditorium, 400 N Douty Street, in Hanford.

The meeting is dedicated to “Safe Drinking Water in the San Joaquin Valley: Challenges & Opportunities.” Topics covered will be communities impacted in the Valley; funding opportunities; technology options; regional solutions; proposals and proposed legislation. We also will hear discussion about Prop 1 – Water Quality, Supply, and Infrastructure Improvement Act of 2014.

SJV Housing Collaborative: The Housing Collaborative hosted its second board meeting for 2015 on Thursday, May 21 at Fresno State. The meeting was dedicated to formalizing a partnership between the Housing Collaborative and the Housing Opportunities Collaborative to host a Virtual Counseling Network in the San Joaquin Valley. There are currently 4 Virtual Counseling Networks in the state located in San Diego, Inland Empire, Orange County, and Riverside/San Bernardino counties. The board approved Regional Policy Council member and Bakersfield City Councilmember Bob Smith to sit on the board. Upcoming events include:

Housing Element Workshop - EVENT FLYER IS ATTACHED

Wednesday, June 24, 2015

Modesto, CA

Information regarding identifying sites for affordable housing that promote equitable access to education, employment, transportation, and healthy communities.

Greenhouse Gas Reduction Fund Opportunities in the San Joaquin Valley

Tuesday, July 21, 2015

Merced, CA

Sam Pipes Conference Room - Merced Community Senior Center

- Information regarding various Cap and Trade topics, with a focus on Affordable Housing & Sustainable Communities Program

Land Use & Financing for Affordable Housing Opportunities

Wednesday, September 9, 2015

Fresno, CA

Tulare/Madera Room - UC Merced Center

- Raise awareness on effective homeownership strategies
- How to leverage Housing Element process to achieve General Plan goals

San Joaquin Valley Affordable Housing Summit

Date TBA, November 2015

Bakersfield, CA

San Joaquin Valley Regional Policy Council

INFORMATIONAL ITEMS – June 19, 2015

Jenna Chilingirian, Program Director, can be reached at 599.278.0721 or via email: jennac@csufresno.edu

13. Regional Energy Planning

M. Sigala

- a) **Sustainable Energy Roadmap for the San Joaquin Valley** (Strategic Growth Council). Jurisdictional outreach to Valley cities and counties is ongoing and will continue for the next several months. To date, the cities of Visalia, Avenal, Firebaugh, Mendota and Orange Cove, San Joaquin and Kerman have executed a program agreement. Program participation meetings with the Cities of Sanger and Corcoran have occurred in the past two weeks and we are following up with these and other cities at this time. A summit was held at Fresno State on June 2, 2015 as part of the SER program outreach efforts. *A ONE PAGE DESCRIPTION OF THE PROGRAM IS ATTACHED.*
- b) **Central Valley Power Connect.** PG&E representatives Ann Kloose and Babetta Nagra will be in attendance to provide a brief update of the project. *A PROJECT OVERVIEW DESCRIPTION IS ATTACHED.*



Chair
Mayor
Robert Poythress
City of Madera

Vice-Chair
Mayor Amarpreet
Dhaliwal
City of San Joaquin

Fresno Council of
Governments

Kern Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

San Joaquin
Council of
Governments

Stanislaus Council
of Governments

Tulare County
Association of
Governments

San Joaquin Valley
Air Pollution
Control District

RE: San Joaquin Valley Greenprint

The San Joaquin Valley Regional Policy Council (Policy Council) has initiated the San Joaquin Valley Greenprint (SVJ Greenprint) to ensure the long-term environmental and economic sustainability of the Valley. We would like your help with evaluating and refining our initial work identifying Valley resources.

The San Joaquin Valley is one of the world's most productive agricultural regions, is a vital link in California's complex water delivery and transportation systems, provides important habitat to protect biodiversity, and is becoming a center for energy production. Growth, development patterns, and climate, however, pose significant challenges to the future of our unique region.

Critical to crafting solutions to the Valley's resource challenges is having a clear understanding of the issues and opportunities facing this geographically large, resource-rich, and growing region of California. To date, the SVJ Greenprint has collected and integrated mapping layers and data sets that can help to describe the current status and trends regarding the Valley's resources. The Policy Council would like to engage agriculture, biodiversity, water, and energy experts with knowledge and experience to help characterize and prioritize the key resource challenges and opportunities that we are facing in the San Joaquin Valley.

You have been identified as an expert in one or more of these fields with knowledge and experience in the Valley. The Policy Council would like to invite you to participate in an Expert Panel exercise to help us identify the key challenges and opportunities to advance the development of solutions during this phase of the San Joaquin Valley Greenprint. A fact sheet about this process and your involvement is attached to this letter.

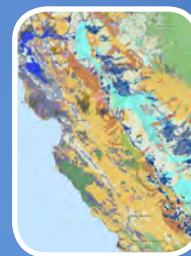
We encourage you to participate in this important effort. If you cannot participate, but know of someone who could, please provide that information as well. The main staff contact for the SVJ Greenprint is Clark Thompson with the Fresno Council of Governments. He can be reached at 559-233-4148 Ext 203 or clarkt@fresnocog.org to answer questions and discuss this program in more detail.

Sincerely,

Robert Poythress
Mayor, City of Madera
Chair, San Joaquin Valley Regional Policy Council

Ahron Hakimi
Executive Director, Kern COG
Chair, San Joaquin Valley Regional Planning
Agencies' Directors' Committee

Enclosure



Expert Panels Fact Sheet

Overview

The purpose of the Expert Panels is to convene recognized technical specialists to develop and document the current and perceived future issues and challenges facing Valley resources, and explore innovations and solutions to address these resource challenges.

What is the Purpose?

The Expert Panels are intended to engage recognized experts in a process to provide a better understanding of Valley resource challenges and opportunities and how they are related or in conflict. It is intended to generate greater awareness of the Greenprint mapping tool, its applicability to resource planning and management, and ways it can be improved or enhanced.

What is the Outcome?

The Expert Panels exercise will produce an Expert Panel Summary that documents and prioritizes resource issues, challenges, solutions, and recommendations. The Summary will be prepared by the project consultants based on input from the Experts. The Expert Panel Summary will be general in nature, and will not attribute comments or recommendations to specific individuals.

How will Experts' input be used?

The Summary and other results from the Experts will be used as the basis for working with Valley planners and other stakeholders. Subsequent Community Workshops will focus on translating Expert input into policies, programs, and other tools that can be implemented at the local level. The Expert Panel Summary will also be used to inform the preparation of an Existing Conditions, Conflicts, and Opportunities Report, Greenprint Implementation Pilot Program evaluation criteria, and a Greenprint Resource Management Guide.

Who is an Expert?

An Expert is an individual who has a comprehensive and authoritative knowledge about agriculture, biodiversity, energy, or water – and the economics of these topics in the San Joaquin Valley. Experts are widely recognized by their peers and the public and have a reputation for offering fair and balanced information and analysis on a given topic. Experts have a history of offering opinions and advice that are relied upon for making decisions. An Expert may have long experience or intense training in a particular field or extensive educational or research background with a given subject. Individuals who are experts may be academics, technical agency staff, or technical consultants. Examples of Experts may include:

- Agriculture: soil scientist (productivity, salinity), agronomist (crop water and fertilizer needs v. actual application rates, microclimates), climatologist

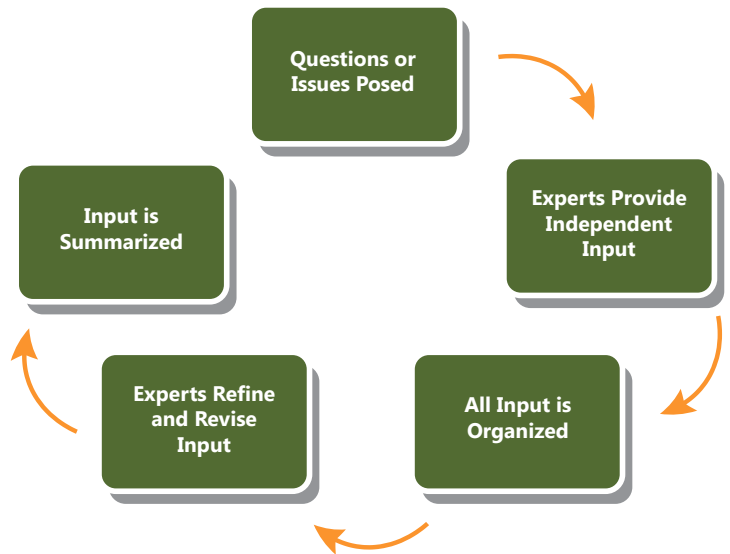


Expert Panels Fact Sheet

- Water: hydrologist (surface & groundwater supplies), climatologist (impact of climate change on water supplies), aquatic biologist (water quality impacts)
- Biodiversity: wildlife ecologist, forest ecologist, aquatic biologist, climatologist, conservation scientist
- Energy: petroleum geologist, groundwater hydrologist, solar energy specialist, conservation scientists (solar/wind project siting), terrestrial biologists/archeologists

How will Experts be engaged?

The Expert Panels will be facilitated as a series of information gathering rounds using an approach similar to the Delphi Method, which is then followed by an all-hands symposium. For each round of information gathering, we will pose a question or issue to the Experts and ask them to independently provide responses and supporting comments/data. We will gather and organize the Experts' input and distribute the summary back to the Experts. The Experts will then refine or revise their input based on the contributions of the other Experts. In some cases, we will also ask that the input be prioritized or ranked by importance or relevance. We will then prepare a summary that will inform the next round of Expert input. There are three rounds of input envisioned as part of this process:



1. Identifying the Key Questions
2. Defining the Issues and Challenges
3. Developing Solutions and Recommendations

Following the independent rounds of information gathering, we will facilitate an all hands symposium with the Experts to present the information, discuss major findings and implications, and confirm and prioritize solutions and recommendations.

How many Experts will be involved?

A total of 20 to 40 Experts will be engaged in the process. Five to ten Experts each will be engaged for Agriculture, Biodiversity, Energy, and Water. Additional experts will be identified to address cross-cutting issues of economics and climate change.

What topics will Experts address?

The Experts will address issues within four major topic areas, including: Agriculture, Biodiversity, Energy, and Water. Within these major topic areas, subtopics may be defined by the Experts as they conduct their research and analysis. In addition to the four major topics, Experts will be asked to address cross-cutting issue areas, such as economics and climate change.

How much time will Experts be asked to commit?

The process used to engage the Experts is designed to provide flexibility in the amount of time individuals commit to reviewing information and providing feedback. Experts will likely spend a total of 10 to 20 hours over a three to four month period from June through September and spend half a day at a symposium. Experts will be compensated for travel costs to the symposium.

HOUSING ELEMENT WORKSHOP:

Planning for Shared Prosperity

Learn how to identify sites for affordable housing that promote equitable access to education, employment, transportation, and healthy communities.

Mapping and data tutorials provided by:

California Housing & Development Department (HCD)
California Coalition for Rural Housing (CCRH) and
UC Davis' Center for Regional Change

JUNE 24TH
10:00AM-2:00PM

1010 10th St,
Room B300
Modesto, CA

Free lunch and light breakfast

To RSVP contact:
Maya Abood
maya@calruralhousing.org or 916-443-4448



UC DAVIS
CENTER FOR REGIONAL CHANGE



CALIFORNIA COALITION
FOR RURAL HOUSING



Sustainable Energy Roadmap

For San Joaquin Valley Communities

Sustainable Energy Roadmap (SER) is an 18-month effort launched in early 2015 and is focused on supporting Valley communities to set and pursue goals related to smart growth, transportation, land use, climate and energy. The program is sponsored by California's Strategic Growth Council through Proposition 84 funding.



What is the Roadmap?

Sustainable Energy Roadmap will support San Joaquin Valley cities and counties to benchmark clean energy and sustainable development policies and programs, identify relevant best practices, and adopt goals that make sense and support the environment, economy and disadvantaged communities.

What will it do for your jurisdiction?

Public agencies benefit from a regional, collaborative model, receiving tailored guidance and resources for implementing climate-friendly policies and programs. For example, one goal provides a standard regional solar permit that reduces processing time. Led by a collective of partners that includes the San Joaquin Valley Regional Policy Council, municipalities receive customized roadmaps and consulting, informed by data, replicable models and community input.

What is the end result?

Municipal participants in SER will benefit from:

- \$5,000 program stipend (available to first 18 agency sign-ups)
- Environmental and energy benchmarking
- Tailored Roadmaps on energy efficiency, renewable energy, transportation & land use
- Goal setting tied to regional and national best practices
- Policy, program and project resources and adoption assistance
- Environmental Justice Community (EJC) needs assessment, engagement and supporting services
- Online platform, regional and national recognition
- Community linkages to regional green employers and workforce development partners & pathways

Period of Performance: First quarter 2015 through mid 2016

Municipal Partner Agency Expectations and Commitments:

Participating agencies will directly engage in the SER effort (*approximately 60 hours of collective staff time*) by:

- Convening environmental justice community stakeholders
- Participating in benchmarking and provide for staff access to SER program focus areas
- Providing feedback to agency draft roadmap and identify relevant goals to pursue
- Collaborate with SER team to engage EJC stakeholders in the Roadmap process

SER Contacts:

Stephen Miller
Strategic Energy Innovations
✉ stephen@seiinc.org | (415) 507-2186

Michael Sigala
SJV Regional Policy Council
✉ michael@sigalainc.com | (559) 266-6222

www.sustainableenergyroadmap.com



Project Overview

What is Central Valley Power Connect?

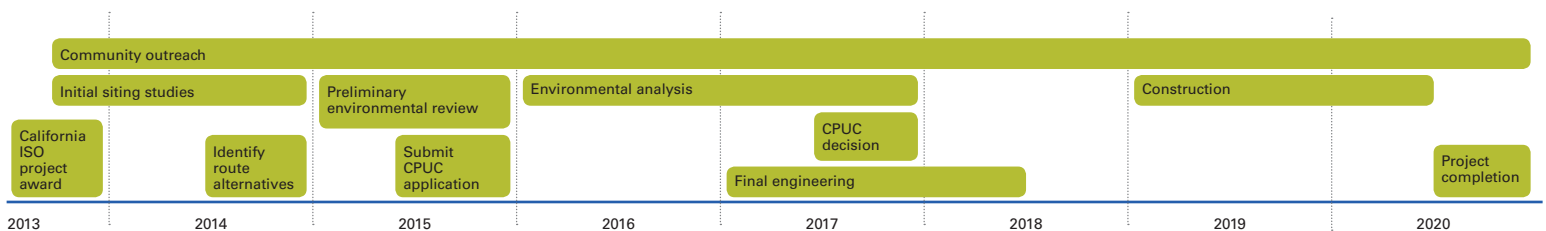
To ensure a reliable energy future for the Central Valley's growing communities, Pacific Gas and Electric Company (PG&E), BHE U.S. Transmission and Citizens Energy Corporation are proposing Central Valley Power Connect (Power Connect), a new 230-kilovolt transmission line. This team was selected by the California Independent System Operator (ISO), a non-profit public benefit corporation, to finance, build, own, operate and maintain the line following a competitive bid process completed in late 2013. The ISO approved Power Connect in its 2012-2013 Transmission Plan, although additional approvals will be needed from the California Public Utilities Commission (CPUC) in order to construct the project.



**Brightening
Fresno**

Depending on the route selected, Power Connect will span approximately 70 miles across Fresno, Kings and Madera counties, connecting PG&E's existing Gates Substation in Fresno County to the Gregg Substation in Madera County. The project is currently in the planning stages. PG&E, BHE U.S. Transmission and Citizens Energy Corporation are committed to working with the community throughout the project development process and will provide numerous opportunities for public input. If approved by the CPUC, Power Connect is scheduled to be operational by 2020.

Anticipated Project Schedule



Project Overview



Project Benefits

Central Valley Power Connect will provide numerous benefits to the local community, including:

Reliable Energy for our Future

New Jobs and Tax Revenues

Access to Affordable, Efficient Energy through the Helms Pumped Storage Project

Delivery of Clean, Renewable Energy

Where Are We Now?

With the development of routing alternatives, the Power Connect team is continuing to evaluate the proposed 300-foot-wide route alternatives and has begun environmental studies. The information collected during this process will be incorporated into a project application and submitted to the California Public Utilities Commission (CPUC) later this year. This will kick off a formal environmental review under the California Environmental Quality Act (CEQA), which provides numerous opportunities for public input. The CPUC has sole jurisdiction in California over the siting of transmission lines and will decide on a final route for Power Connect following this robust review process. A CPUC vote on the project is expected to occur in late 2017. If Power Connect is approved, construction is expected to begin in 2018, with completion of the new line scheduled for 2020.

Supporting our Future

The Central Valley Coalition for Reliable Energy is a group of business and community leaders, residents, and elected officials from Fresno, Kings and Madera counties who support a reliable energy future in the Central Valley. In order to help achieve this goal, the coalition supports the need for Central Valley Power Connect (Power Connect), a new 230 kilovolt transmission line proposed by Pacific Gas and Electric Company (PG&E), BHE U.S. Transmission and Citizens Energy Corporation. While we will not take a position on a specific route for this important project, we believe this type of infrastructure improvement is critical to the Central Valley's future prosperity.



New construction jobs



Continued use of Helms



Support for renewable energy

The Central Valley is growing, and a new electric transmission line is needed to serve the region's increasing demand for energy in the future. Reliable power will help support the region's economy and maintain quality of life for local residents. We recognize the importance of maintaining and improving our infrastructure through projects such as Power Connect to support our region's economic prosperity. In addition to ensuring future electric reliability, Power Connect will:

- Create several hundred new jobs during construction;
- Generate millions in local tax revenues during and after construction;
- Provide nearly \$50 million in economic impact to local communities;
- Support the use of wind, solar and other renewable energy sources; and
- Allow for the continued maximization of the Helms Pumped Storage Project.

Coalition Co-Chairs

Debi Bray
Madera Chamber of Commerce

Dr. Carole Goldsmith
West Hills College Coalinga

Ryan Jacobsen
Fresno County Farm Bureau

John Lehn
Kings County Economic Development Corporation.

Additional Coalition Members

Judy Case McNairy
Fresno County Board of Supervisors (Retired)

Manuel Cunha
Nisei Farmers League

Mike Dozier
Fresno State Office of Community
and Economic Development

Lee Ann Eager
Fresno County Economic Development Corporation

Bobby Kahn
Madera Economic Development Commission

Raj Beasla
Pacific Gas and Electric Company

Phil Larson
Fresno County Board of Supervisors (Retired)

John Leal
State Center Community College District

Mike Prandini
Building Industry Association

Al Smith
Fresno Chamber of Commerce

Doug Verboon
Kings County Board of Supervisors

Dora Westerlund
Fresno Area Hispanic Foundation

Get Involved

**Want to help Central Valley businesses and residences continue to have reliable power?
Here's how you can learn more and join the coalition.**

Visit the website and join the coalition:

► www.CVEnergyCoalition.com



Check out our YouTube channel:

► *Central Valley Coalition for Reliable Energy*



Get in touch:

EMAIL:
info@cvenergycoalition.com

PHONE:
(559) 521-2210

ADDRESS:
2331 Fresno Street, Suite 121
Fresno, CA 93721