



## Meeting Agenda

**Friday, June 14, 2019**

**Time: 10:00 a.m.**

Meeting Location:  
Castle Conference Center  
1900 Airdrome Entry  
Atwater, CA 95301

*Teleconference Number: 1-515-604-9094*

*Participant Code: 432-600-639*

### Enclosure

#### **A. CALL TO ORDER AND INTRODUCTIONS**

Chair Mendoza

#### **B. APPROVAL OF MINUTES**

January 25, 2019 Regional Policy Council Meeting

Chair Mendoza



#### **C. DISCUSSION/ACTION ITEMS**

##### **1. GUEST SPEAKER: Egon Terplan, Governor's Office**

*Update on Regions Rise Together Project*

##### **2. Valley Voice D.C. (Sept. 11-12, 2019)**

Jen Covino



a. *Discuss Federal Legislative Priorities*

Michael Sigala

b. *Review Itinerary and Logistics*


##### **3. Water Policy Committee**


Michael Sigala





a. *Approve Bylaw Changes to Membership, Leadership and Voting*

b. *Presentation by the San Joaquin Valley Blueprint Coalition*

 (559) 266-6222

 (559) 314-6015

 1111 I Street, Suite 308  
Modesto, CA 95354

 <http://sjvcogs.org/>

**Chair**  
Mayor Rudy Mendoza  
City of Woodlake

**Vice-Chair**  
Supervisor Chuck Winn  
San Joaquin County

San Joaquin  
Council of  
Governments

Tulare County  
Association of  
Governments

Fresno  
Council of  
Governments

Kern  
Council of  
Governments

Kings County  
Association of  
Governments

Madera County  
Transportation  
Commission

Merced County  
Association of  
Governments

Stanislaus  
Council of  
Governments

**4. Housing Trailer Bill**

*a. Receive Update and Overview*

*b. Approve Formation of a Standing Committee as the  
Regional Working Group for the San Joaquin Valley*

Michael Sigala  
Robert Phipps



**5. Valleywide Overall Work Program (OWP)**

*Receive and Approve FY 2019-20 OWP*

Michael Sigala



**6. Meeting Calendar for FY 2019-20**

*Receive and Approve*

Michael Sigala



**D. INFORMATIONAL ITEMS**

*The following items are for informational purposes and require no action or vote. Written summaries  
of Informational Items are included in the agenda packet.*



1. Caltrans Report

Sharri Ehlert/Dan McElhinney

2. San Joaquin JPA for Passenger Rail

Dan Leavitt

3. Rural Transit Alternatives Study/ARB Grant

Michael Sigala

4. California Partnership for the San Joaquin Valley

Ismael Herrera

**E. OTHER ITEMS**

1. Executive Directors' Report

Rosa Park

2. Policy Council Member Comments

**F. PUBLIC COMMENT**

*This portion of the meeting is reserved for persons wishing to address the Council on items within its  
jurisdiction but NOT on this agenda. Public Comment will be allowed during the Discussion/Action Items above.*

**G. WAYMO (Google Self-Driving Car) Presentation - DURING LUNCH**

***Regional Policy Council Phone Conference Meeting to Discuss Valley Voice DC: Friday, August 23, 2019 at 10am***

**Next Regular Regional Policy Council Meeting: Friday, January 17, 2020**

**Americans with Disabilities Act (ADA) Accommodations**

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.



## ITEM B

### Meeting Minutes

**Friday, January 25, 2019**

**Time: 10:00 a.m.**

Meeting Location:  
Fresno Council of Governments  
2035 Tulare Street, Suite 201  
Fresno, CA 93721


*Teleconference Number: 1-515-739-1015*


*Participant Code: 432-600-639*


#### *Meeting Attendees:*


MEMBER	MPO/COG	TITLE	JURISDICTION
Amarpreet Dhaliwal	Fresno COG	Mayor	City of San Joaquin
Gary Yep	Fresno COG	Councilmember	City of Kerman
Manual Cantu	Kern COG	Mayor	City of McFarland
Robert Poythress	Madera CTC	Supervisor	Madera County
Daron McDaniel	MCAG	Supervisor	Merced County
Mike Villalta (phone)	MCAG	Mayor	City of Los Banos
Chuck Winn – Vice Chair	SJ COG	Supervisor	San Joaquin County
Dan Wright (phone)	SJ COG	Vice-Mayor	City of Stockton
Vito Chiesa	Stan COG	Supervisor	Stanislaus County
Jenny Kenoyer	Stan COG	Councilmember	City of Modesto
Kuyler Crocker	TCAG	Supervisor	Tulare County
Rudy Mendoza – Chair	TCAG	Mayor	City of Woodlake
Linda Launer	TCAG	Councilmember	City of Dinuba
Samir Sheikh	SJVAPCD	Executive Director	San Joaquin Valley

*Please see Appendix A for a list of other attendees*

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**Chair**  
Mayor Rudy Mendoza  
City of Woodlake

**Vice-Chair**  
Supervisor Chuck Winn  
San Joaquin County

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Kern  
Council of  
Governments

Kings County  
Association of  
Governments

Madera County  
Transportation  
Commission

Merced County  
Association of  
Governments

Stanislaus  
Council of  
Governments

## **A. CALL TO ORDER AND INTRODUCTIONS**

Chair Mendoza

## **B. ELECTION OF CHAIR AND VICE CHAIR**

There was a motion to nominate Rudy Mendoza as Chair

First Motion: Supervisor Daron McDaniel

Second Motion: Supervisor Chuck Winn

No Nays

Motioned Carried

There was a motion to nominate Chuck Winn as Vice Chair

First Motion: Supervisor Kuyler Crocker

Second Motion: Supervisor Daron McDaniel

No Nays

Motioned Carried

## **C. APPROVAL OF MINUTES**

There was a motion to approve August 24, 2018, Regional Policy Council Meeting Minutes

First Motion: Mayor Gary Yep

Second Motion: Supervisor Kuyler Crocker

No Nays

Motioned Carried

## **D. DISCUSSION/ACTION ITEMS**

### **1. Executive and Water Committees**

#### *a. Review and Update Membership*

Michael Sigala

Michael Sigala briefly reviewed the current members of the Executive and Water Policy Committees. Mr. Sigala will work with the Executive Committee to put together a purpose statement and discuss the Washington D.C. trip in the fall. There was discussion of increasing the Water Policy Committee members from five to eight to allow for a representative from each county. Since the subcommittees were established through the bylaws, they have to be amended to reflect any changes. The board will take action on bylaws at the next meeting.

There was a nomination to add Mayor Cantu as alternate member on the Executive Committee representing Kern County.

First Motion: Mayor Amarpreet Dhaliwal

Second Motion: Supervisor Chuck Winn

No Nays

Motioned Carried

## **2. Categorical Exclusions for Certain Caltrans' Projects**

Ahron Hakimi

*Discuss and Approve Letter of Support*

Ahron Hakimi reviewed the letter to Caltrans requesting a change in the language to the MOU between FHWA's California Divisions and Caltrans for its pending May 2019 renewal.

There was a motion to accept this letter of support and submit with minor modifications.

First Motion: Supervisor Kuyler Crocker

Second Motion: Supervisor Robert Poythress

No Nays

Motioned Carried

## **3. Sustainable Communities Strategies**

Ryan Niblock

*Discuss SB 150 Report from the California Air Resources Board*

Ryan Niblock gave an update on SB 150 report from CARB. Mr. Niblock noted that since the inception of SB 375 all MPOs in the Valley and throughout the state have met and exceeded all its GHG reduction targets. However, in the SB 150 report CARB is concluding that the state is not on track to meet GHG reduction based on progress made to date. There are two themes noted in the report to be problematic: 1) existing GHG reducing strategies have not been effective as anticipated 2) All MPOs have to do a whole lot more of the same strategies. Mr. Niblock highlighted that MPOs have been united against CARB with their conclusions. In the staff report it underlines points made by Valley staff to attempt to refocus efforts. Valley MPOs are following through on the implementation of their RTP/SCS's and will continue to support innovative planning solutions going forward.

## **4. Valley Voice Sacramento: April 3, 2019**

Michael Sigala

*a. Discuss and Approve Legislative Priorities*

Gus Khouri

Michael Sigala introduced a preliminary draft platform of priorities. Gus Khouri, legislative consultant, provided context on maintaining distribution of transportation funding, acquiring SB 1 competitive programs funds, meeting Green House Gas emission reduction goals, solutions to improving air quality, obtain Categorical Exclusions for projects of limited Federal assistance, synching Regional Transportation Plan Adoption Cycle- Pilot Program and water reliability, quality and supply.

*b. Review Itinerary and Logistics*

Gus Khouri briefly reviewed the agenda and noted the times are tentatively scheduled. Chair Rudy Mendoza suggested meeting with the delegation involved in the talking points.

There was a motion to approve the San Joaquin Valley Regional Priorities in draft form.

First Motion: Mayor Rudy Mendoza (Chair)

Second Motion: Supervisor Daron McDaniel

No Nays

Motioned Carried

## **5. Federal Transportation Reauthorization Principles**

### *a. Discuss and Approve Legislative Priorities for 2019*

*Stacie Dabbs*

Stacy Dabbs reviewed the White Paper in the agenda packet that outlines policy issues for discussion for the Washington trip. Chair Rudy Mendoza asked to identify the target audience and work closely with our federal representatives.

There was a motion to approve the San Joaquin Valley Regional Policy Council White Paper FAST Act Reauthorization in draft form.

First Motion: Mayor Rudy Mendoza (Chair)  
Second Motion: Supervisor Daron McDaniel  
No Nays  
Motioned Carried

## **E. INFORMATIONAL ITEMS**

### **1. Caltrans Report**

Staff

Staff reported that there was a total of 554 ATP (active transportation program) applications, 45 in the state are being recommended to the commission for approval and ten (10) of those are from the Valley.

### **2. 2019 Annual Policy Conference (May 8-10, 2019)**

Terri King

Terri King noted the Policy Conference will be held in Lemoore at the Tachi Palace. They are working on inviting the new congressional representatives and state legislators. Terri also noted the Blue Print Awards will be held on the first day and nominations have gone out already. There are off site visits scheduled at the high-speed rail girder fabrication site in Hanford, Lemoore Naval Air Station and Faraday Future.

### **3. Rural Transit Alternatives Study/ARB Grant**

Michael Sigala

Michael Sigala gave a brief update and noted they have installed EV charging stations at Self Help Communities and Kern and Wasco Affordable Housing Communities. Also, they are purchasing a fleet of electric vehicles for this pilot car sharing program.

### **4. California Partnership of the San Joaquin Valley**

Ismael Herrera

Frida Cardoza noted that call for nominations for the Blue Print Awards went out and the deadline is April 5.

## **F. OTHER ITEMS**

### **1. Executive Directors Report**

Rosa Park

Rosa Park commented on the discussions about the Air Resources Board and noted the directors will continue to be engaged with those issues.

## 2. Policy Council Member Comments

Mayor Amarpreet Dhaliwal shared with the board he was able to attend the Freight Advisory Committee and noted a very robust presence from the industry.

Supervisor Winn noted that he and Mayor Tubbs from the City of Stockton toured the GoMentum Station in Walnut Creek, an autonomous vehicle testing facility.

## PUBLIC COMMENT

Paul Van Konynenburg, CTC Commissioner, gave a brief update about the CTC Commission meeting in Los Angeles. Mr. Konynenburg noted that there is going to be a series of joint workshops with the CTC and the Air Resources Board throughout the Valley and exact locations will be determined at a later time.

### *Appendix: A*

Other Meeting Attendees:	
Individual(s)	Organization
Michael Sigala	SJV Coordinator
Tony Boren	Fresno COG
Terri King	KCAG
Andy Chesley (phone)	SJ COG
Stacie Dabbs (phone)	MCAG
Ted Smalley	TCAG
Rosa Parks	Stan COG
Sandy Ebersole (phone)	MCTC
Becky Napier	Kern COG
Patricia Taylor	Madera CTC
Ryan Niblock	SJ COG
Ahron Hakimi	Kern COG
Nick Martinez	Fresno State OCED
Frida Cardoza	Fresno State OCED
Paul Van Konynenburg (phone)	CTC Commissioner
Ken Baxter (phone)	Caltrans District 10
Dan McElhinney (phone)	Caltrans District 10



## ITEM C.2.a

DATE: June 14, 2019

TO: San Joaquin Valley Regional Planning Agencies Policy Council

SUBJECT: Valley Voice DC Legislative Priorities

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Valley Voice DC is scheduled for September 11 and 12, 2019. At your January 25, 2019 meeting, a white paper outlining Federal Transportation Reauthorization Principles was presented and approved as the Legislative Priorities for 2019. The document detailing these principles is attached to this memo and includes:

1. Funding
  - a. Increase Federal Funding
  - b. Restore Highway Trust Fund Solvency
  - c. Eliminate Rescissions of Contract Authority
  - d. Protect CMAQ
  - e. Fund Multimodal Mobility Solutions
2. Programs
  - a. Expand Eligible Activities for National Highway Freight Program
  - b. Create a National Farm-to-Market Routes Rehabilitation Program
3. Planning
  - a. Enhance Flexibility and Avoid New Administrative Burdens
  - b. Increase MPO Flexibility and Decision Making Authority
  - c. Create the SMART Transportation Planning Pilot Program
4. Project Delivery
  - a. Improve the Buy America Waivers process
  - b. Categorical Exclusions for C-Listed Projects
5. Air Quality
  - a. Reduce Plans Required for New Air Quality Standards

At your June 14, 2019 meeting, government affairs consultant Jen Covino, of Len Simon and Company, will provide an update on recent federal actions pertaining to transportation and infrastructure, and will review this list of legislative principles with you to identify and prioritize those items that are most salient for the DC visit in the Fall.

**Requested Action.** Review and reaffirm the Federal Legislative Priorities for Valley Voice DC.



# San Joaquin Valley Regional Policy Council White Paper

## FAST Act Reauthorization

DRAFT: November 2018

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### INTRODUCTION

The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015 as the first comprehensive, long-term surface transportation legislation since SAFETEA-LU in 2005. The FAST Act continues to fulfill the Constitutional directive that investment in transportation is a core federal responsibility. Its authorization of \$300 billion for federal highway, highway safety, transit, and passenger rail programs through 2020 aligned in perfect time to support our nation's economic growth and maintaining our multimodal transportation infrastructure.

However, the FAST Act provides only a one-time and near-term reprieve when it comes to federal surface transportation funding. By not enacting a long-term funding source, the Highway Trust Fund (HTF) continues to remain at a crossroads. The HTF provided stable, reliable, and substantial highway and transit funding for decades since its inception in 1956, however, this is no longer the case. For the last 10 years, the HTF has been sustained through a series of General Fund transfers now amounting to \$140 billion. If transfers stop and no other funding source is found, the American Association of State Highway and Transportation Officials (AASHTO) estimates that states will see about a 40% drop in highway funding from FY 2020 to the following year - \$46.2 billion to \$27.7 billion in FY 2021. In the past, such similar shortfall situations have led to the possibility of a reduction in federal reimbursements to states on existing obligations, leading to serious cash flow problems for states and resulting in project delays.

The San Joaquin Valley recognizes that we need to continue the momentum of MAP-21 and the FAST Act by making further efficiency gains on transportation policies and project delivery and provide increased flexibility for States and Metropolitan Planning Organizations (MPOs). State DOTs and MPOs strive to maintain responsible stewardship of taxpayer resources and both human and natural environments, all the while improving mobility and accessibility for all residents and businesses.

## OUTLINE OF POLICY ISSUES

1. Funding (*Reference Schuster Proposal*)
    - a. Increase Federal Funding
    - b. Restore Highway Trust Fund Solvency
    - c. Eliminate Rescissions of Contract Authority
    - d. Protect CMAQ
    - e. Fund Multimodal Mobility Solutions
  2. Programs
    - a. Expand Eligible Activities for National Highway Freight Program
    - b. Create a National Farm-to-Market Routes Rehabilitation Program (Appendix A)**
  3. Planning
    - a. Enhance Flexibility and Avoid New Administrative Burdens
    - b. Increase MPO Flexibility and Decision Making Authority
    - c. Create the SMART Transportation Planning Pilot Program (Appendix C)**
  4. Project Delivery
    - a. Improve the Buy America Waivers process
    - b. Categorical Exclusions for C-Listed Projects (Appendix B)**
  5. Air Quality
    - a. Reduce Plans Required for New Air Quality Standards
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## FUNDING

### Increase Federal Funding

Issue: Our nation faces aging infrastructure, a growing population, and a critical transportation funding shortfall. The American Society of Civil engineers has identified a \$1 trillion funding gap for surface transportation by 2025. It is essential to increase federal funding to sustain national and regional connectivity and mobility for people and business. States and local governments cannot fund an efficient national system alone.

Solution: Significantly increase federal surface transportation funding above current levels. Several options are technically feasible, for example: dedicated general fund revenues, increases to fuel taxes, or additional freight charges.

### Restore Highway Trust Fund Solvency

Issue: Funding for the Highway Trust Fund was last increased 25 years ago. Over the previous decade, over \$140 billion in general funds have been used to patch the widening gap between revenues and the spending needed to maintain and improve our national system. Highway Trust Fund revenues, mainly derived from fuel taxes, will continue to decline due to increased vehicle fuel efficiency and growing use of alternative fuel vehicles.

Solution: In July 2018, former House Transportation & Infrastructure Committee Chairman Bill Shuster released an Infrastructure Discussion Draft that provides a solid framework to address the continual shortfall of funding in the Highway Trust Fund. Among the many ideas contained in Rep. Shuster's draft that warrant discussion are:

- Temporarily increase gas and diesel taxed by 15 and 20 cents, respectively, over a three-year period and then index them to inflation so they will continue to grow.
- Create a pilot program to test out transitioning from a tax on gasoline to a tax based on miles driven (vehicle miles traveled).
- Create a Highway Trust Fund Commission to determine a new funding mechanism for transportation which cannot be fuel taxes, that must be in place before the fuel taxes are then eliminated in 10 years.
- Add new funding mechanisms from a 10 percent tax on bike tires (26 inches or larger) and electric vehicle batteries and eliminate the fuel tax subsidy for transit.
- Increase funding for the next 3 years for roads and bridges, which excludes increases for biking and walking projects.

## Eliminate Rescissions of Contract Authority

Issue: Rescinding previously-authorized highway contract authority greatly impedes the flexibility of state departments of transportation to program Federal dollars and could result in hard cuts to highway funding.

Solution: Repeal the scheduled FY 2020 rescission and avoid using rescissions of highway contract authority. However, if a rescission is imposed, states should have the flexibility to choose among all the funding categories to rescind so they can reduce the negative impact of the rescission on transportation service and performance.

## Protect CMAQ and Restore Flexibility

Issue: CMAQ funding is critical to areas with poor air quality to help them achieve public health standard. Also, this effort is hindered because projects eligible for CMAQ funding are limited by a variety of conditions. For example, 3 to 5 year caps of operating assistance.

Solution: Protect CMAQ formula funding Increase flexibility in the use of CMAQ funds for projects that can demonstrate air quality benefits. For example: allow transit operations, intelligent transportation systems, technology deployments such as connected and automated vehicles.

## Fund Multimodal Mobility Solutions

Issue: States, regions, and local governments lack the flexibility to choose the best set of projects and programs to meet their long-term goals. Different areas have markedly different needs.

Solution: Increase flexibility for states and local governments to improve their systems with multimodal infrastructure, including public transportation and rail, active transportation, and technology and system management.

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## PROGRAMS

### Expand Eligible Activities for National Highway Freight Program

Issue: The use of the nation’s highway system for freight is increasing, and the need for integrated solutions to better move freight throughout the country is increasing. Integrated freight management solutions and freight safety programs do not currently qualify as eligible activities for NHFP or INFRA funds.

Solution: Reform the National Highway Freight Program, both formula program to States and the discretionary program (INFRA), to more clearly include eligibility for investment in integrated freight management solutions (e.g., intermodal systems, freight lanes on interstates, and parking and staging areas) and freight safety programs (platooning, remote sensing technology, etc.), including for emergency responders. Eligibility should include multi-state proposals, such as for regions and corridors.

### Create a National Farm-to-Market Routes Rehabilitation Program

Issue: The United States is the third leading agriculture producer in the world after China and India with over \$374 billion worth of commodities produced in 2017. The US is also the world’s leading exporter of agricultural goods with over \$144 billion worth of commodities exported around the world in 2017. In the San Joaquin Valley, thousands of farms ship millions of pounds of crops to market every week that travel on local, county and city roads to connect to the state highway system. Dairies, for example, must transport their products off site every day, causing significant strain on frequently traveled roadways and accelerating pavement degradation. According to Caltrans, a fully loaded dairy truck can weigh up to 80,000 pounds. A roadway carrying 500 trucks per day is comparable to 5 million passenger cars trips per day.

Solution: The San Joaquin Valley transportation planning agencies will work with the Congressional Transportation Committee and USDA to identify and quantify the most crucial elements of a pilot program for the next transportation bill to assist with maintaining those farm-to-market routes deemed crucial for interstate and international commerce.

For more detailed information and proposed language, see Appendix A.

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## PLANNING

### Enhance Flexibility and Avoid New Administrative Burdens

Issue: The San Joaquin Valley MPOs urge federal decision makers to continue to look for ways to reduce regulatory burdens and improve agency effectiveness consistent with the national goal of “reduced project delivery delays.” In addition, states and metropolitan planning organizations need flexibility to accelerate implementation of projects to meet national and state goals.

Solution: The San Joaquin Valley MPOs oppose new program mandates in general, ranging from new program process requirements, to required investment levels in certain activities. (e.g. suballocation of CMAQ funds), to design related mandates (i.e. practical design). The San Joaquin Valley MPOs support additional flexibility in a state's ability to expeditiously complete planning and project delivery processes and in a state's ability to make the best investment decisions for the state without siloed programs, and that any program growth should be in the most flexible categories.

### Increase MPO Flexibility and Decision Making Authority

Issue: Regional planning and programming is the cornerstone of an innovative and successful national transportation system. The FAST Act generally maintained the balance of authority between State DOTs and MPOs. Historically, attempts have been made to change this balance of authority through new legislation, rulemakings, or guidance.

Solution: The San Joaquin Valley MPOs urge federal decision makers to (1) support the role of MPO's in the decision-making process, (2) find ways to improve flexibility in how they conduct business, and (3) avoid any legislation that would transfer MPO authority to the state or federal government.

### Create the SMART Transportation Planning Pilot Program

Issue: Under Title 23 U.S.C. Section 134(i)(1)(B), MPOs are required to update or produce a new Regional Transportation Plan (RTP) every four years. The RTP is a long-range master plan for a region's transportation network. Under the current 4-year cycle, federal planning grants do not cover the costly transportation and air quality modeling expenses required to produce the document. Legal costs can also inflate the budget by as much as 50% per cycle. Additional state and local funding must be used to cover these expenses, rather than be redirected to additional planning and programming work.

Solution: The San Joaquin Valley MPOs supports legislation authorizing the creation of a pilot program to provide MPOs flexibility in the RTP adoption cycle from four years to up to every ten years. Such a change allows MPOs to more reasonably accommodate the costs associated with a new RTP. The pilot program would ideally be synced with the RTP adoption cycle in California.

For more detailed information and draft bill language, see Appendix C.

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## PROJECT DELIVERY

### Improve the Buy America Waiver Process

Issue: The Buy America provisions of the Surface Transportation Assistance Act of 1982, 23 USC 313, state that the Secretary of Transportation "shall not obligate any funds authorized to be appropriated to carry out the Surface Transportation Assistance Act... unless steel, iron and manufactured products used in such project are produced in the United States." While the San Joaquin Valley supports the tenets of the Buy America Act, a more common-sense application of the provisions in law and regulation is needed to ensure project delivery is not delayed. For example, necessary components of fleet vehicles

or construction materials such as the bristles on a street cleaning truck are often not manufactured domestically due to the production costs or resource availability. As a result, recipients of FHWA and FTA grants to purchase certain vehicles or materials must complete a Buy America waiver to receive funds. Recently, the review and approval of Buy America waivers have been significantly delayed, often resulting in grant recipients forfeiting the award and losing the opportunity to leverage federal funding.

Solution: The San Joaquin Valley recommends the (1) implementation of the exceptions to Buy America proposed previously by FHWA in Federal rule making and reinstate the waiver process to ensure transportation projects are progressing without significant delays; (2) development of clear guidelines on exceptions at the Federal level to create a consistent nationwide application of rules and reduce the burden, delays, and resources expended over small percentages of materials.

## Categorical Exclusions for C-Listed Projects

Issue: Despite its authority to do so under NEPA delegation from the Federal government, Caltrans typically requires unnecessary documentation/studies to approve Class “C” categorical exclusions (CE) for routine transportation maintenance and operational projects. This issue can be addressed through language revisions to the memorandum of understanding that FHWA and Caltrans jointly approve granting CE authority.

Solution: The San Joaquin Valley MPOs request the following change in language to the MOU between FHWA’s California Divisions and Caltrans for its pending May 2019 renewal:

Proposed MOU wording mark up (IV.B2):

IV. State performance requirements

B. Processing projects assigned under this MOU – State identification, documentation, and review of effects...

2. *For CEs other than those designated in 23 CFR 77.117(c), ~~carry out a review of CE determination for CEs, including those designated in 23 CFR 77.117(c),~~ carry out...*

This change is consistent with the cited federal regulations as of September 26, 2018, as well as wording in the federal MOU template and MOUs from all other states that have assumed responsibility for categorical exemptions.

For more detailed information and proposed language, see Appendix B.

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## AIR QUALITY

### Reduce Plans Required for New Air Quality Standards

Issue: Every five years, the Clean Air Act requires that EPA review and update air quality standards. The transition between standards is chaotic and leads to a number of overlapping plans with different

milestones and attainment dates. In the Valley, there has been as many as 6 active plans and as many as 4 in development in as few as 2 years.

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.

## APPENDIX – A

### FARM-TO-MARKET ROUTES

#### REQUEST:

Working with Congressional Transportation Committee staff and the USDA, the SJV transportation planning agencies will develop the necessary policy elements for a pilot funding program in the next transportation bill to maintain critical farm-to-market routes that endure disabling truck traffic.

#### BACKGROUND:

The United States is the third leading agriculture producer in the world after China and India with over \$374 billion worth of commodities produced in 2017. The US is also the world's leading exporter of agricultural goods with over \$144 billion worth of commodities exported around the world in 2017. There are over 2 million farms in the US employing 925 thousand people. The top ten agriculture producing states in 2017 where: California (13.4%), Iowa (7.2%), Texas (6.1%), Nebraska (5.7%), Minnesota (4.6%), Illinois (4.4%), Kansas (4.2%), North Carolina (3.1%), Wisconsin (3.0%), and Indiana (2.8%) according to the USDA Economic Research Service.

The San Joaquin Valley is the most productive agricultural region in the world, producing over 360 ag commodities. It is the heart of California's robust agricultural economy and is a leading producer of almonds, tomatoes, grapes, milk and many others. In 2017 the eight San Joaquin Valley Counties produced \$32 billion worth of agricultural commodities combined.

Thousands of Valley farms ship millions of pounds of crops to market every week that travel on local, county and city roads to connect to the state highway system. Unlike other agricultural goods with a short, defined harvest season, dairies must transport their products off site every day, causing significant strain on frequently traveled roadways and accelerating pavement degradation. According to Caltrans, a fully loaded dairy truck can weigh up to 80,000 pounds. A roadway carrying 500 trucks per day is comparable to 5 million passenger cars trips per day.

Many of the San Joaquin Valley counties are concerned about the localized impacts to our roads while Valley-produced commodities are transported for global consumption.

#### SOLUTION:

The San Joaquin Valley transportation planning agencies will work with the Congressional Transportation Committee and USDA to identify and quantify the most crucial elements of a pilot program for the next transportation bill to assist with maintaining those farm-to-market routes deemed crucial for interstate and international commerce.



## BUILDING A 21<sup>ST</sup> CENTURY INFRASTRUCTURE

### NATIONAL FARM-TO-MARKET ROUTES REHABILITATION PROGRAM

- (a) In General. The Secretary shall establish a \$1 billion Farm-To-Market Routes Rehabilitation Program out of the Highway Trust Fund upon ratification of BUILDING A 21<sup>ST</sup> CENTURY INFRASTRUCTURE bill.
- (b) Grants. To carry out this program, the Secretary shall apportion to the states by percent proportional to the state's agricultural/forestry/mining production nationally. Maximum apportionment \$100 million.
- (c) Eligibility. To be eligible for program funds the Farm-To-Market Route shall
  - (1) be located outside a Census designated UAs
  - (2) not be designated as an interstate nor as a state highway
  - (3) have a minimum average daily truck count of 300 trucks per day
  - (4) be a pavement rehabilitation project
  - (5) be at least 2 centerline miles in length
  - (6) have a minimum 50% local match
- (d) Performance. Funds must be obligated within two years of apportionment and be closed out within five years otherwise a use it or lose it provision is triggered resulting in a re-apportionment of the balance to the other states.
- (e) Report. Not later than 90 days after the close of each FFY, the states must submit a report to the Secretary detailing the results of the program using at a minimum the following metrics:
  - (1) Map indicating the Farm-To-Market Route segments rehabilitated
  - (2) Total miles rehabilitated
  - (3) Cost per mile rehabilitated
  - (4) Total obligated program funds
  - (5) Total un-obligated program balance
- (f) Constraints. The cost per mile for the federal contribution shall not exceed:
  - (1) Reconstruction: \$1 million per lane mile
  - (2) Resurfacing/Overlay: \$500,000 per lane mile
  - (3) Chip seal: \$50,000 per lane mile
- (g) Definitions. In this section:
  - (1) Urbanized Area (UAs). US Census Bureau definition of urbanized area with population over 50,000
  - (2) Truck Classified Counts. US DOT FHWA definition of vehicle classification. Class 5 – Class 13 are eligible for Farm-To-Market program

## APPENDIX – B

### Categorical Exclusions for C-listed Projects

#### ISSUE:

Despite its authority to do so under NEPA delegation from the Federal government, Caltrans typically requires unnecessary documentation/studies to approve Class “C” categorical exclusions (CE) for routine transportation maintenance and operational projects. This issue can be addressed through language revisions to the memorandum of understanding that FHWA and Caltrans jointly approve granting CE authority.

#### BACKGROUND:

Categorical exclusions (CEs) are categories of actions that have been determined not to have a significant effect on the human environment either individually or cumulatively. In its regulations for National Environmental Protection Act (NEPA) implementation, the Council on Environmental Quality (CEQ) directed all federal agencies to adopt procedures for identifying actions that are categorically excluded, e.g., that normally do not require either an environmental impact statement or an environmental assessment. Pursuant to CEQ's regulations, the Federal Highway Administration (FHWA) has defined categories of actions that do not involve significant environmental impacts. These actions are defined in 23 CFR 771.117.

Under 23 CFR 771.117, CEs are divided into two groups based on the action's potential for impacts. The first group consists of categories of actions that experience has shown almost never cause significant environmental impacts. These categories involve minor construction activities and activities that do not lead to construction. They are listed in subsection (c) of 23 CFR 771.117 (Class “C”). These actions are automatically classified as CEs, except where unusual circumstances occur. The determination that the action is excluded must be documented by the completion of the CE/CE form.

The second group of CEs consists of actions that normally do not involve significant impacts, but may, depending upon circumstances, have the potential to cause significant environmental impacts (Class “D”). These projects require potentially expensive environmental studies and documentation to verify environmental impacts.

Treating C-type CEs as though they require the same documentation and standards of analysis as D-type exemptions delays local projects unnecessarily and requires federal funds to be used inappropriately on studies that are not federally required rather than on construction activity for which they were intended.

A May 31, 2016 memorandum of understanding among the Federal Highway Administration, California Divisions and the California Department of Transportation allowed the State to assume responsibility for categorical exclusions. That MOU is due to be renewed in May 2019.

Despite its authority to do so under a pilot program delegating NEPA certification approval to certain states, the California Department of Transportation (Caltrans) typically declines to approve CE forms out of legal liability concerns, despite FHWA rulemaking regarding CE dispositions.

The renewed MOU should include language that requires Caltrans to approve Class “C” CEs and therein releasing the State from legal liability for those actions.

#### ACTION:

The San Joaquin Valley requests the following change in language to the MOU between FHWA’s California Divisions and Caltrans for its pending May 2019 renewal:

#### Proposed MOU wording mark up:

- IV. State performance requirements
  - B. Processing projects assigned under this MOU – State identification, documentation, and review of effects...
    - 2. *For CEs other than those designated in 23 CFR 77.117(c),* ~~carry out a review of CE determination for CEs, including those designated in 23 CFR 77.117(c),~~ carry out...

This change is consistent with the cited federal regulations as of September 26, 2018, as well as wording in the federal MOU template and MOUs from all other states that have assumed responsibility for categorical exemptions.

## APPENDIX – C

### SMART Transportation Planning Pilot Program

#### SUMMARY:

Metropolitan Planning Organizations (MPOs) are required to submit long range plans for federal highway and transit improvements pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303. These plans are comprehensive. They identify the upcoming transit and transportation projects, the existing facilities within the MPO, past and future environmental mitigation for transportation projects, and address the operational, management and capital investment strategies of the organization.

These long range plans are known as Regional Transportation Plans (RTPs) and are required by federal code to be updated every four years. The federal government provides planning funding for this update to take place, but given the growing complexities required to complete RTPs, this funding is inadequate to pay for the full update. This requires local funds be spent to complete the Plans, and leaves insufficient planning funds available to do the numerous other types of planning efforts needed to have an effective transportation system, such as: Corridor Studies, Active Transportation Plans, Transit Development Plans, Traffic Model Enhancements, Complete Streets Plans, and others.

As it stands, the proposal is to create a pilot program of 40 MPOs that would be allowed the flexibility to determine the frequency of updating their RTPs. These MPOs would not be bound by the requirement to update every four years, but would have a maximum period of ten years. The proposal is permissive in nature, so that any participating MPO would be allowed to continue to update the RTP every four years if they decided that was the best time frame.

The planning funding for the RTP would then become available to pay for the other types of planning efforts that the participating MPOs select. This flexibility is advantageous for MPOs to focus on the planning efforts that best meet their needs and be able to get in all the planning that they need in order to be successful. That is why we see growing support at the federal, state and regional levels, for letting local planners determine the most appropriate timeframe for conducting RTP studies.

We also want to make you aware of two additional proposals that would strengthen the RTP process:

- Impose eligibility requirements for participation in any program that extends the life of RTPs.
  - Generally, this means a participating MPO must be in good standing with the Federal Government, in order to receive a lower planning burden.
- Implement an on-going evaluation process for any MPO participating.
  - Federal agencies already conduct annual reviews of MPO's by federal agencies during budget preparations and audits, as well as every three years through extensive Certification Review Processes. This could also be a positive component if properly structured to avoid duplicating existing processes.

## FREQUENTLY ASKED QUESTIONS (FAQ):

Q: Would the proposal result in less planning funding from the federal government?

A: No. There is no proposal to lose or give back any planning money available to MPOs. Under this proposal, if an MPO decided to extend the update period, it could then use the planning money saved for conducting other planning efforts like corridor plans, active transportation plans, transit plans, etc.

Q: What if my MPO didn't want to extend their timeline?

A: No Problem. Simply chose not to.

Q: Would any state requirements change too?

A: No. Those would have to be addressed separately.

Q: How to we insure that good planning take place in a region without the RTP updated as often?

A: Each MPO would be able to determine how best to use their planning funds, and with the new flexibility, would be empowered to tailor their planning efforts to the size and needs of their respective regions. This would inevitably lead to better and more effective planning.

Q: What type of safeguards would be in place to protect the system?

A: As part of the Pilot Program, regions would need to prepare reports with analysis of indicators showing how well the program is working. This type of feedback would help the federal government make periodic adjustments to the program to address unforeseen issues that may come up.

## DRAFT BILL LANGUAGE:

See attached draft bill for the SMART Transportation Planning Pilot Program.



## ITEM C.3.a

DATE: June 14, 2019

TO: San Joaquin Valley Regional Planning Agencies Policy Council

RE: Water Policy Committee Bylaw Amendments

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At your January 25, 2019 meeting, there was considerable discussion pertaining to the composition and representation of the Water Policy Committee. To implement the desired changes, adoption of revised San Joaquin Valley Regional Planning Agencies Policy Council By-Laws is required to address the following changes:

- Eight members (instead of five)
- One representative from each County
- The Chair shall be elected (does not have to be the Chair of the Policy Council)
- Voting action shall be conducted on a 100 percent consensus basis (instead of majority)

The revised bylaws are attached to this memo. The proposed paragraph (red-lined) outlining the changes to Water Policy Committee is shown below

*The Water Policy Committee of the Policy Council is created to advise the Policy Council on local, state and federal matters of importance related to water infrastructure funding and policy. The Water Policy Committee shall consist **eight (8)** of ~~five (5)~~ members of the Policy Council appointed for two years. ~~The Chair of the Policy Council shall serve as~~ The Chairperson of the Water Policy Committee **shall be elected by the Policy Council**. Membership of the Water Policy Committee shall include geographic representation from **each** ~~the northern San Joaquin Valley counties (San Joaquin, Stanislaus and Merced), the central San Joaquin Valley counties (Fresno and Madera) and the southern San Joaquin Valley~~ **County** ~~counties (Kings, Tulare and Kern)~~. The Water Policy Committee shall be operated in accordance with the Bylaws of the Policy Council, **except for voting. Voting by the Water Committee shall be conducted on 100 percent consensus (not majority) among its members.***

The Current Water Committee members:

Rudy Mendoza, City of Woodlake, Tulare County (chair)  
Chuck Winn, San Joaquin County  
Daron McDaniel, Merced County  
Doug Verboon, Kings County  
Robert Poythress, Madera County

*Gary Yep, City of Kerman, Fresno County – Alternate*  
*Kuyler Crocker, Tulare County – Alternate*  
*Manual Cantu, Kern County – added at last meeting*

**Requested Action.** Approve adopting the June 14, 2019 revised San Joaquin Valley Regional Planning Agencies Policy Council By-Laws. As part of this action, representatives for Stanislaus County, Fresno County, and Kern County need to be identified and approved. Additionally, action needs to be taken again for election of a Chair to the Water Committee. Chuck Winn was designated as the Chair at the last meeting, however, bylaws were not in place for this designation to be approved.

## **San Joaquin Valley Regional Planning Agencies Policy Council By-Laws**

WHEREAS, the eight Regional Planning Agencies in the San Joaquin Valley have executed a Memorandum of Understanding creating the San Joaquin Valley Regional Planning Agencies Policy Council, and

WHEREAS, the Memorandum of Understanding vests the Policy Council with the responsibility of overseeing the coordination efforts of Valley issues and concerns and providing guidance on common interregional policy issues, and

WHEREAS, the organizational structure, process and functions of the Policy Council are set forth within the Memorandum of Understanding;

THEREFORE, BE IT RESOLVED:

1. The By-Laws of the Policy Council shall be specified herein, except that these By-Laws shall not limit restrict, modify or supersede those activities or duties conferred or implied in the Memorandum of Understanding.
2. Membership of the Policy Council shall be as provided in the Memorandum of Understanding of September 9, 2009.
3. The Policy Council, as per the Memorandum of Understanding, shall provide guidance on common interregional policy issues. The Policy Council shall also represent the San Joaquin Valley at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council shall also provide direction and guidance to the Regional Planning Agencies Executive Directors Committee on the development of an Annual Work Program and Budget for activities to be carried out jointly, including identifying revenue for the implementation of these activities.
4. The Executive Committee of the Policy Council is created to take legislative and administrative actions on behalf of the Policy Council. The Executive Committee shall consist of five (5) members of the Policy Council appointed for two years. The Chair of the Policy Council shall serve as the Chairperson of the Executive Committee. Membership of the Executive Committee shall include geographic representation from the northern San Joaquin Valley counties (San Joaquin, Stanislaus and Merced), the central San Joaquin Valley counties (Fresno and Madera) and the southern San Joaquin Valley counties (Kings, Tulare and Kern). The Executive Committee shall be operated in accordance with the Bylaws of the Policy Council.
5. The Water Policy Committee of the Policy Council is created to advise the Policy Council on local, state and federal matters of importance related to water infrastructure funding and policy. The Water Policy Committee shall consist of eight (8) members of the Policy Council appointed for two years. The Chairperson of the Water Policy Committee shall be elected by the Policy Council. Membership of the Water Policy Committee shall include geographic representation from each San Joaquin Valley county. The Water Policy



Committee shall be operated in accordance with the Bylaws of the Policy Council, except for voting. Voting by the Water Committee shall be conducted on 100 percent consensus (not majority) among its members.

6. The Policy Council shall have the ability to form additional committees and/or subcommittees, either formally or ad hoc, as deemed necessary.
7. The Policy Council shall meet at least twice each fiscal year, at such time and location as may be prescribed by vote of the membership at a previous meeting. If no time or location is so prescribed, the Chairman, or his representative, shall be authorized to fix said meeting time and location. Accommodations shall be made so that members may officially participate in all meetings through the use of video-conferencing and/or telephone conference facilitation.

Special meetings may be called by the Chairman or his representative at any time. The members shall be notified in writing and via FAX or e-mail of all special and regular meetings; written nature of meeting shall be forwarded by first class mail or other appropriate means not less than five days prior to the meeting.

All regular and special meetings shall be conducted in accordance with the Ralph M. Brown Act, as amended.

Except as provided herein or in the Memorandum of Understanding, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.

Items of an emergency nature, which require immediate action by the Council, may be added to the agenda in accordance with the provisions of Government Code Section 54954.2.

8. The duly authorized representatives of a majority of the members shall constitute a quorum for the transaction of all business of the Council. No action shall be taken except upon a majority vote 2/3 of those present and voting.
9. Officers of the Policy Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of member regional planning agencies. Their duties shall be as follows:
  - a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
  - b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.
10. Nomination and election of officers shall be held in July, at the beginning of each fiscal year, or at the first meeting subsequent to July, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.

11. Nominations may be made either by a committee appointed by the Chairman or directly from the floor by duly authorized representatives.
12. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call of all duly authorized representatives.
13. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.
14. The Policy Council shall be responsible for making all amendments to these By-Laws.
  - a. Proposed amendments may be originated by the any duly authorized representative to the Council.
  - b. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.
  - c. Amendment to these By-Laws shall require the approval of a majority of the duly authorized representatives of the members, the same number of members that constitute a quorum for the transaction of all business of the Council.
15. The San Joaquin Valley Regional Planning Agencies Executive Directors Committee, as specified in the Memorandum of Understanding, shall select a Chairman and Vice-Chairman in July of each year from among its members. The duties of the Executive Directors Committee shall be:
  - a. To hold meetings and conduct business as deemed appropriate under the Memorandum of Understanding.
  - b. To recommend agenda items for the Policy Council's regular agenda.
  - c. To be the primary advisory body to the Policy Council, with review and recommendation, on all items appearing on its agenda, including but not limited to, the annual work program and budget, reports, studies, plans and policy items.
  - d. To continue to provide coordination and direction on all administrative work required to carry out the development of plans that address interregional issues.
  - e. To implement the annual work program and budget as approved by the Policy Council.
16. The Executive Directors Committee shall have the ability to form additional committees and/or subcommittees, either formally or ad hoc, as deemed necessary.
17. The Executive Directors Committee shall hold regular meetings, at such time and location as may be prescribed by vote of the committee members. If no time or location is so prescribed, the Chairman, or his representative, shall be authorized

to fix said meeting time and location. Accommodations shall be made so that members may officially participate in all meetings through the use of video-conferencing and/or telephone conference facilitation.

Special meetings may be called by the Chairman or his representative at any time.

All regular and special meetings shall be conducted in the following manner:

- Posting an agenda at least 72 hours prior to a meeting of the Directors
- Providing the agenda packet to those who request it
- Holding meetings at a location that complies with the American's with Disabilities Act

Except as provided herein or in the Memorandum of Understanding, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Committee.

Items of an emergency nature which require immediate action by the Committee may be added to the agenda upon concurrence of a majority vote of the members, once a quorum has been established.

18. Business may be conducted when there are at least five (5) members present to perform the duties of the Executive Directors Committee. Any motion or action of the Executive Directors Committee, in order to be deemed carried or approved, must receive an affirmative vote from a majority of the members present.
19. All administrative work of the Policy Council shall be performed by or under the direction of the Executive Directors Committee. The Executive Directors Committee, or its designee, shall:
  - a. Serve as Secretary to the Policy Council.
  - b. Serve as Secretary to such committees as the Council may establish.
  - c. Keep a good and sufficient record of the proceedings and business of the Policy Council.
  - d. Maintain files for all reports, correspondence and other business of the Council.
  - e. Maintain a record of all financial transactions.
  - f. Perform such other duties as may be assigned.



## ITEM C.4

DATE: June 14, 2019

TO: San Joaquin Valley Regional Planning Agencies Policy Council

SUBJECT: Housing Planning and Production Grants to MPOs

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As part of the Governor's proposed budget for California, trailer bill language was introduced that would provide funding to Metropolitan Planning Organizations (COGs) for affordable housing planning efforts to accelerate housing production and facilitate compliance to implement the sixth cycle of the Regional Housing Needs Assessment. Given the emphasis the Governor has placed on the transportation-housing relationship, \$125 million is proposed in the trailer bill language to MPOs across California. Of this amount, approximately \$20.3 million is apportioned to the San Joaquin Valley COGs to carry out these planning efforts.

An overview of the trailer bill on housing is attached to this memo and will be presented at your June 14, 2019 meeting. At the time of the agenda packet formation, it was still undetermined whether this component of the budget would remain intact. Due to the short timeframes identified in the trailer bill, we are requesting certain conditional actions to be taken by the Policy Council should the trailer bill language, and associated funding, remain intact.

The San Joaquin Valley Regional Planning Agencies' Directors' Committee approved the action items below at their June 6, 2019 meeting.

**Requested Action.** Receive an overview of the proposed Housing Planning and Production Grants to MPOs, and conditionally approve:

1. Fresno COG as the Fiscal Agent for the San Joaquin Valley
2. Formation of a standing committee of the Policy Council, the Regional Working Group
3. Solicit one member per county from the Policy Council to serve on the Regional Working Group

# Housing Planning and Production Grants to MPOs



## ***TRAILER BILL OVERVIEW AND POSSIBLE NEXT STEPS***



# Planning Grants



- Administered by Housing and Community Development
- \$250m to jurisdictions and regions (MPOs)
- \$125m to MPOs
- \$20.3m (estimated) to San Joaquin Valley multi-agency

## working group:

- Fresno Council of Governments
- Kern Council of Governments
- Kings County Association of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- San Joaquin Association of Governments
- Stanislaus Council of Governments
- Tulare County Association of Governments

*Funds to be used for technical assistance, preparation and adoptions of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the Sixth Cycle of the Regional Housing Needs Assessment.*

# Immediate Next Steps



## **1. Form Regional Working Group (by November 30, 2019)**

Per County:

- One County Representative
- One large city Representative
- One small city Representative

At least one member per county must serve on COG board. City Selection Committees are to be used for city representatives.

*Recommendation: Use the Regional Policy Council as the backbone (i.e. Regional Working Group is a Standing Committee of the Policy Council)*

## **2. Notify all member cities and counties**

## **3. Select a COG to be fiscal Agent**

*Recommendation: Fresno COG*

- **Beginning September 15, 2019 (thru January 31, 2020)**  
**Request 50% of funding from HCD**

**Begin work on developing an Action Plan by the Regional Working Group**

# Action Plan



- Beginning January 2020 (thru December 31, 2020)
  - **Regions must submit an Action Plan to the Department.** The Action Plan must include the following components:
    - General overview of housing issues
    - Budget for the planning funds
    - Identification of best practices in the region
    - Mechanism to report successes in the region
    - Amounts of planning funding retained by region and sub-allocations to jurisdictions
  - **Request remaining 50% of funding upon submitting the Action Plan to HCD**
  - **Action Plan requires 90 day public review process, including outreach to local agencies, prior to submittal to HCD.**



# Action Plan Implementation



- Once HCD approves Action Plan, work begins on implementation of Action Plan

## **Expenditures shall be limited to housing-related planning activities:**

- Technical assistance in improving housing permitting processes, tracking systems, and planning tools
- Facilitating technical assistance between jurisdictions
- Establishing regional housing trust funds
- Developing local or regional policies to link transportation funds to housing outcomes
- Performing infrastructure planning, including sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Performing feasibility studies to determine the most efficient locations to site housing
- Performing feasibility studies for affordable housing projects on surplus properties owned by school districts or county offices of education
- Other

# Infill Infrastructure Grant Program

(post planning grant allocations)



- \$500m allocated to the Infill Infrastructure Grant Program as a continuation of the planning grant program.
- Qualifying infill area or qualifying infill project must:
  - Be located in a city and/or county that has a compliant housing element
  - Be located in a city and/or county that has submitted its annual progress reports for 2018 through the most recently required annual progress reports
  - Be a joint application between a city and/or county and a developer for mixed income housing

# Timelines



- Beginning September 15, 2019 (HCD will issue NOFA August 15, 2019)
  - Working Group Formation and scoping of Action Plan
- Once HCD approves Action Plan (by December 31, 2020) work begins on implementation of Action Plan
- January 1, 2022: Deadline to expend planning grant funds
- By December 31, 2022: Regions submit report on status of plans and use of planning grant funds
- By March 1, 2022 (and every year thereafter) regions shall complete an evaluation of progress made
- *Beginning July 1, 2023, penalties for non housing element compliance*



## ITEM C.5

DATE: June 14, 2019

TO: San Joaquin Valley Regional Planning Agencies Policy Council

SUBJECT: Valleywide Overall Work Program for Fiscal Year 2019-20

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An Overall Work Program (OWP) is a federal and state mandated planning and budgeting work product that Regional Planning Agencies of the San Joaquin Valley develop on an annual basis. The OWP is a one-year scope of work and budget for transportation, related planning activities, and funding sources to be accomplished between July 1 and June 30 of the fiscal year. The Valley Regional Planning Agencies have stipulated in their memorandum of understanding the need to annually produce an eight county Valleywide OWP.

The Valleywide Overall Work Program for FY 2019-20 details the coordinated activities that all eight regional planning agencies are actively engaged in. Each Valley RPA will also include a Valleywide Chapter in their respective Overall Work Program that details and proportionally budgets for the shared tasks identified in the attached Valleywide OWP.

The San Joaquin Valley Regional Planning Agencies' Directors' Committee approved the FY 2019-20 Valleywide Overall Work Program at their May 2, 2019 meeting.

**Requested Action.** Review and consider approving the Valleywide Overall Work Program for FY 2019-20.

San Joaquin Valley

# REGIONAL PLANNING AGENCIES

Overall Work Program  
Fiscal Year 2019-20



Kern Council  
of Governments



Kings County Association of Governments



StanCOG  
Stanislaus Council of Governments



Madera County Transportation Commission



Tulare County Association of Governments



Fresno Council  
of Governments



MERCED COUNTY ASSOCIATION OF GOVERNMENTS

## SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL

### MEMBERS AND STAFF, JUNE 2019

#### **Fresno Council of Governments (Fresno COG)**

Mayor Amarpreet Dhaliwal, City of San Joaquin

Mayor Pro-Tem Gary Yep, City of Kerman

[Alternate:]

**STAFF: Tony Boren, Executive Director – Fresno COG**

#### **Kern Council of Governments (Kern COG)**

Mayor Alex Garcia, City of Wasco

Mayor Manual Cantu, City of McFarland

[Alternate: Councilmember Bob Smith, City of Bakersfield]

**STAFF: Ahron Hakimi, Executive Director – Kern COG**

#### **Kings County Association of Governments (KCAG)**

Supervisor Doug Verboon, Kings County

Councilmember Francisco Ramirez, City of Hanford

[Alternate: Supervisor Joe Neves, Kings County]

**STAFF: Terri King, Executive Director – KCAG**

#### **Madera County Transportation Commission (MCTC)**

Supervisor Robert Poythress, County of Madera,

Supervisor Brett Frazier, County of Madera

[Alternate: Mayor Andrew Medellin, City of Madera]

**STAFF: Patricia Taylor, Executive Director – MCTC**

**Merced County Association of Governments (MCAG)**

Supervisor Daron McDaniel, County of Merced

Mayor Mike Villalta, City of Los Banos

[Alternate: Mayor Mike Murphy, City of Merced]

**STAFF: Stacie Dabbs, Executive Director – MCAG**

**San Joaquin Council of Governments (SJ COG)**

Supervisor Chuck Winn, County of San Joaquin – **VICE CHAIR**

Vice-Mayor Dan Wright, City of Stockton

[Alternate:]

**STAFF: Andy Chesley, Executive Director – SJ COG**

**Stanislaus Council of Governments (StanCOG)**

Supervisor Vito Chiesa, County of Stanislaus

Councilmember Bill Zoslocki, City of Modesto

[Alternate – Councilmember Jenny Kenoyer, City of Modesto]

**STAFF: Rosa Park, Executive Director – StanCOG**

**Tulare County Association of Governments (TCAG)**

Mayor Rudy Mendoza, City of Woodlake - **CHAIR**

Supervisor Kuyler Crocker, County of Tulare

[Alternate – Councilmember Linda Launer, City of Dinuba]

**STAFF: Ted Smalley, Executive Director – TCAG**

**San Joaquin Valley Air Pollution Control District, Samir Sheikh, Executive Director**

## INTRODUCTION

The San Joaquin Valley (SJV) covers over 27,000 square miles and encompasses the eight-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin counties. Since 1992, the San Joaquin Valley Regional Planning Agencies (Valley RPAs) have coordinated planning activities where interregional issues are involved, including air quality conformity, goods movement, funding for regional transportation projects, legislative advocacy, and recently, Sustainable Communities Strategies.

Planning efforts of Valleywide importance are conducted among the eight RPAs through the San Joaquin Valley Regional Planning Agencies' Directors' Committee (Directors' Committee) and the San Joaquin Valley Regional Planning Agencies Policy Council (Regional Policy Council), a governing board including elected officials from each Valley RPA and the Executive Director of the San Joaquin Valley Air Pollution Control District.

The FY 2019-2020 Valleywide Overall Work Program is a summary document and details major coordinated activities that all eight regional planning agencies are actively engaged in. The Valleywide OWP does not replace the need or requirements of each RPA to conduct their own OWP, rather it is a planning and budgeting tool for shared Valleywide activities.

*{Note – the terms Regional Planning Agency (RPA), Regional Transportation Planning Agency (RTPA), Metropolitan Planning Agency (MPO) and Council of Governments (COG) are used interchangeably in this document.}*

## CURRENT VALLEYWIDE MAJOR ACTIVITIES

### 1. MAJOR HIGHWAYS AND INTERSTATES

***Objective: To develop and foster regional coordination and prioritization for SR 99, I-5, and other regionally significant corridor improvements.***

Lead: Kern COG and MCAG

The Valley RPAs work in close consultation with Caltrans, and other stakeholders, to prioritize funding for SR 99, and other major highways and interstates. The 99 Business Plan helped the Valley achieve dedicated funding for SR 99 through Proposition 1B, the only transportation earmark in the bond placed before the voters. Caltrans Districts 6 and 10 have completed the necessary Corridor System Management Plans required by the State, updated the 99 Business Plan and Master Plan, and worked with the Valley RPAs on project selection and funding alternatives. The Directors, working in close



consultation with Caltrans District 6 and 10 staff, routinely meet and discuss Proposition 1B bond savings, SB1, BUILD, INFRA, and other funding strategies and opportunities to enhance and improve SR 99, I-5, and other critical corridors.

**Activities for FY 2019-20:**

- Advocate to complete the system for SR 99, to a least six lanes of travel throughout the SJV.
- Prioritize significant regional projects in accordance with criteria developed by the Directors' Committee for coordinated, and consensus driven, advocacy for funding.
- Lead discussions with the Regional Policy Council, and others, about the importance of SB1 funding for major Valley projects.
- Seek federal and state funding for major highway and interstate projects and coordinate pre-construction activities, when feasible, to ensure project readiness. The Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program, are major SB1 funding sources to be targeted.
- Work in close consultation with Caltrans Districts 6 & 10 to identify the most congested highway segments for eligibility for Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program (SB 1) funding. Continue to refine and prioritize regionally significant projects through a methodical mutually agreed upon evaluation process.
- Explore SHOPP funding for auxiliary lane, and other concepts, as projects are eligible. Develop a Master Strategy for the SHOPP. Kern COG to coordinate with Caltrans D6, and MCAG to coordinate with D10 on opportunities for additional programming.

**2. JOINT FUNDING STRATEGIES – STIP, IIP AND OTHER FUNDING**

***Objective: To develop and foster greater coordination across various funding programs to enhance and increase transportation funding to the Valley.***

Lead: TCAG and San Joaquin COG

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program to assist the State and local entities to plan and implement transportation improvements, and to utilize resources in a cost-effective manner. STIP funded improvements include state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, intermodal facilities, etc. Interregional Improvement Program (IIP) funds are programmed by Caltrans on a statewide priority basis, for use primarily on the State highway system (outside urbanized areas) and projects that generate economic development.

In 2015, the Valley RPAs formed the “Valley Swap Meet” working group, to reach consensus on a coordinated Regional Transportation Improvement Program (RTIP).

**Activities for FY 2019-20:**

- Collaborate on 2020 STIP policy development and preparation of the RTIPs. This includes the goal of coordinating RIP/IIP priorities and developing consistent RTIP submittals which showcase valleywide priorities and transportation themes to the California Transportation Commission.
- Continue partnership efforts (through the Valley “Swap Meet”) to exchange information on federal funding programs such as the Regional Surface Transportation Program and the Congestion Mitigation and Air Quality Program so no funds lapse in the Valley.
- Continue communication on emerging policy and process changes to the state Active Transportation Program.
- Brief directors on any key developments and issues related to various funding programs throughout the year including the Congested Corridor Program, Local Partnership Program, SB 1 Program, BUILD, INFRA, etc.
- Monitor and report on any developments that impact the Federal Transportation Improvement Program (FTIP) process.
- Participate and provide input to the Interregional Transportation Strategic Plan (ITSP) to ensure appropriate state highways are included in the system.

### **3. SAN JOAQUIN VALLEY INTERREGIONAL GOODS MOVEMENT**

***Objective: To prioritize, coordinate and implement goods movement planning and capital projects to improve the Valley’s economic competitiveness.***

Lead: Fresno COG, TCAG and Kern COG

The San Joaquin Valley (SJV) has always been California’s geographic and agricultural production center generating more than \$35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. The region has relatively inexpensive land and low cost labor, good access to the national rail and interstate highway networks, connections to major deep-water ports in Oakland, Los Angeles, and Long Beach, and proximity to major consumer markets in Southern California and the San Francisco Bay Area.

Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Planning Agencies and Caltrans commissioned the San Joaquin Valley Interregional Goods Movement Plan completed in 2013. In FY 2014-15, the Valley RPAs were awarded two additional goods movement

related planning grants from Caltrans to continue to identify strategies and recommendations for improving freight movement in the Valley, the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan and the San Joaquin Valley Goods Movement Sustainable Implementation Plan. Both studies were completed in 2017. Goods movement continues to be a priority for transportation related investments in the region.

#### **Activities for FY 2019-20:**

- Continue to coordinate project prioritization for INFRA, BUILD, SB1 and other goods movement federal and state funding.
- Continue to participate in the California Freight Advisory Committee. Policy Council Member Mayor Amarpreet Dhaliwal, City of San Joaquin, is the current representative from the Valley.
- Participate and provide input to the California's Freight Mobility Plan 2019 update.
- Continue to work with regional partners conducting logistics, economic development and other analysis related to goods movement.
- Advocate and support efforts to maintain short line rail corridors.
- Continue to explore alternative fuels and strategies for meeting the California's Sustainable Freight mandates.
- Develop a strategy for "telling the story" of the importance of goods movements and related transportation investments in the Valley. Implement a Valleywide goods movement task force if necessary.

#### **4. AIR QUALITY TRANSPORTATION PLANNING AND COORDINATION**

***Objective: To continue successful coordination of Valleywide air quality planning minimizing potential impacts to project delivery.***

Lead: San Joaquin COG and StanCOG

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years, or as amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley Interagency Coordinating Committee (IAC). The IAC has been established to provide a coordinated approach to Valley air quality,

conformity and transportation modeling issues. Each of the eight Valley Regional Transportation Planning Agencies (RTPAs) and the Air Pollution Control District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans have members on the committee.

Coordination among the Valley RPAs, the Air District and other air quality and transportation agencies is proving to be a very effective process. The Valley RPA Directors have budgeted to continue joint funding for a valleywide Air Quality Coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis.

**Activities for FY 2019-20:**

- Monitor state and federal guidance related to air quality transportation planning requirements.
- Conduct conformity determinations to ensure that the Regional Transportation Plan, Federal Transportation Improvement Program (FTIP), and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations.
- Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board as requested.
- Continue to utilize the Interagency Coordinating Committee (IAC) for routine communication and coordination.
- Continue development and consultation for third round SB 375 targets, including ongoing coordination with California Air Resources Board staff related to SB 32 and its effect on SB 375 targets.

## **5. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS**

***Objective: To develop and coordinate SB 375 compliant Sustainable Communities Strategies for the Valley***

Lead: Fresno COG and San Joaquin COG

California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each MPO to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). A SCS outlines the plan for reducing per capita greenhouse gas emission by integrating the transportation network, and related strategies, with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. New targets will be applied to the 2022 RTP/SCS for the Valley MPOs. The Valley Regional Planning Agencies will be working independently, and

collectively, to meet these targets and have invested considerable resources towards technical staff, modeling, and scenario development.

In addition, the Valley's Regional Planning Agencies will continue to work with ARB to interpret the new protocols for the updated SCS review guidelines.

**Activities for FY 2019-20:**

- Continue to work with ARB staff on the 2018 RTP/SCS reviews.
- Assist ARB, and other state entities, with fulfilling SB 150 requirements on SB 375 progress reporting, and other guidance or policy documents as needed.
- Continue to implement transportation and land use strategies developed in the 2018 RTP/SCS.
- Start the demographic forecasting process for the 2022 RTP/SCS.
- Ensure that legislation does not preclude RTPAs from programming and implementing capacity increasing projects.

## **6. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENICES AND ENTITIES**

***Objective: To develop and foster greater communication and coordination within Valley Regional Planning Agencies and with other related agencies and stakeholders.***

Lead: TCAG and StanCOG

To maintain ongoing communication and cooperation with other external agencies, the Valley RPAs have included a relationship development component to foster routine "two way" communication with our related state and federal transportation agencies.

Federal entities include the Federal Transit Administration (FTA), the Federal Rail Administration (FRA), the Federal Highway Administration (FHWA), and the Environmental Protection Agency (EPA). State entities include the California State Transportation Agency (CalSTA), California Transportation Commission (CTC), Caltrans Districts 6 and 10, Caltrans Headquarters, California Association of Council of Governments (CALCOG), California Self Help Counties Coalition, Strategic Growth Council (SGC), High Speed Rail Authority, and the California Air Resources Board (ARB). Regional entities include the San Joaquin Valley Air Pollution Control District, the San Joaquin Valley JPA for Passenger Rail, Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), and the San Diego Association of Governments (SANDAG). Other stakeholders include the California Trucking Association, agricultural associations, the California Partnership for the San Joaquin Valley, colleges and universities, environmental groups, and the public.

**Activities for FY 2019-20:**

- Directors to coordinate and attend one-third of CTC meetings, and meet throughout the year with our CTC Commissioner representative.
- Directors to meet with at least two CTC Board Members they don't currently know.
- Directors to meet annually with CalSTA Director.
- CTC staff to be invited to Directors' Committee meeting once a year.
- RPA staff to be encouraged to take more leadership positions on Valleywide matters.
- Valley Directors to develop and maintain relationships with the Caltrans Director and Deputy for Planning.
- All Valley Directors should attend and speak at each CALCOG meeting.
- Valley Directors' Committee meetings should be moved, periodically, to a time of the month where Valley Directors can review and discuss the CALCOG agenda prior to a CALCOG meeting, to develop joint strategies on issues.
- Request MTC or SCAG staff come to a Valley Directors' Committee meeting.
- Valley Directors to meet annually with management of ARB, ARB Board members, and attend the joint CTC/ARB Board Meetings.
- Additional, and targeted outreach, shall be made to the Strategic Growth Council, SJV Air Pollution Control District, High Speed Rail, and the "Big Four" metropolitan planning organizations.

## **7. VALLEY VOICE ADVOCACY AND POLICY DEVELOPMENT**

***Objective: To engage in a unified process that allows the eight county region to discuss and comment on legislative affairs, and build consensus on issues of Valleywide importance.***

Lead: Valleywide Coordinator, Fresno COG

The Valleywide Coordinator, working in close consultation with the Directors and MPO staff, will develop policy positions for pending legislation, and track other legislation and regulatory matters. When legislative positions appear to have a consensus within the Valley, the Regional Policy Council will be encouraged to make a unified statement to inform the state and federal governments of the importance of the issue to the Valley. Working in close consultation with the Directors, the Coordinator will plan and coordinate the annual Valley Voice advocacy visits to Sacramento and Washington D.C.

**Activities for FY 2019-20:**

- Plan and execute “Valley Voice” Washington D.C. visit for September 2019.
- Interview, and meet with, government affairs consultants, CALCOG, legislators, and others, to identify any measures to improve upon our Valley Voice visits.
- Track legislation, communication with legislative offices, letter campaigns and other activities to develop a unified, Valleywide position.
- Develop the Valleywide Legislative Platform (state and federal).
- Facilitate discussions around controversial topics such as water and high speed rail among Regional Policy Council members.
- Plan “Valley Voice” Sacramento visit for early 2020.

## **8. VALLEYWIDE MODEL IMPROVEMENT PLAN**

***Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process which is responsive to local needs as well as state and federal requirements.***

Lead: Fresno COG

Fresno COG was the lead agency in the San Joaquin Valley Model Improvement Plan, which updated all eight San Joaquin Valley transportation demand models. These improvements were required to respond to the requirements Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375, which requires the development of a Sustainable Community Strategy (SCS) in Regional Transportation Plans (RTP).

Traffic model runs are made as necessary to support transportation planning, conformity analysis and greenhouse gas emissions analysis. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. Some MPO staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB 375 target setting and Sustainable Communities Strategies.

A related action is participation in activities related to coordination of valleywide modeling analysis and participation in the San Joaquin Valley model users group. These activities are critically important to an understanding of the role of the transportation sector in resolving serious air quality problems in the San Joaquin Valley Air Basin.

### **Activities for FY 2019-20:**

- Continue long-term model improvements.
- Participate and monitor EMFAC 2012X development.

- Continue to research off-model GHG reduction quantification methodology for strategies that can't be modeled by traffic models.
- Continue development of advanced four step models, tour base models or activity based models in select counties.
- Improve coordination and participation of the Valley model users group.
- Coordinate with SJV Goods Movement planning efforts to develop a framework for a regional freight movement modeling tool.

## 9. OTHER VALLEYWIDE ACTIVITIES

- **Ecosystems of Shared Mobility Services in the San Joaquin Valley** was funded by ARB in 2017 and was implemented starting in 2018. This grant is for technology improvements, and BEV car sharing in rural areas of four Valley counties. This grant activity is a continuation of the SCS Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley, a Caltrans planning grant administered by MCAG, and conducted by the UC Davis Institute for Transportation Studies. The current project is segmented into Valley Go in the south valley counties of Tulare and Kern for car sharing strategically located at affordable housing communities, and Valley Flex in the north valley counties of Stanislaus and San Joaquin for technology enhancements for coordinated interregional transit.
- **Technical Assistance Round Five, Affordable Housing and Sustainable Communities (AHSC) program.** The Valley MPOs, in collaboration with Enterprise Community Partners, provided technical assistance to the round four AHSC applicants. Ongoing technical assistance will be provided in FY 2019-20 to applicant finalists, as well as continued workshop outreach for the AHSC program of future funding rounds (i.e. Round Five).
- **Affordable Housing Planning Funds.** The Governors' budget proposal for FY 2019-20 includes planning funds for affordable housing to be disseminated through the Valley MPOs. Should these budget proposals become realized, the Valley MPOs will coordinate and organize an appropriate implementation strategy for administering these funds, and for conducting regional and interregional housing planning activities.
- **San Joaquin Valley Policy Conference.** The valleywide conference is held in the spring, at a different location each year, and is coordinated by the host agency. The conference was held in May 2019 in Lemoore and was hosted by Kings County Association of Governments. The conference is planned by the Valleywide Coordinator, and event coordinator subconsultant, who will work with the host agency for conference implementation. The California Partnership for the San Joaquin Valley currently is also a contributor to the conference planning and manages the Blueprint Awards.



<b>Past Conferences</b>	Modesto (StanCOG), Fall 2010
	Bass Lake (MCTC), Fall 2011
	Lemoore (KCAG), Fall 2012
	Stockton (SJ COG), Fall 2013
	Visalia (TCAG), Fall 2014
	Tenaya (MCAG), Fall 2015
	Fresno (Fresno COG), Spring 2017
	Modesto (StanCOG), Spring 2018
	Lemoore (KCAG), Spring 2019
<b>Future Conferences</b>	MCTC, 2020
	San Joaquin COG, 2021
	TCAG, 2022
	MCAG, 2023
	Fresno COG, 2024
	StanCOG, 2025
	KCAG - 2026
	Kern COG –may be available to host at some time.

- **San Joaquin JPA for Passenger Rail.** The work efforts for passenger rail are strongly supported by the Valley RPAs who support funding applications, policy, organizational development, and other activities of the SJ JPA, and ACE Rail.
- **Regional Policy Council Meetings and Directors’ Committee Meetings.** The Valleywide Coordinator shall continue to schedule, develop agenda packets, conduct valleywide outreach, and perform web site maintenance for [www.sjvcogs.org](http://www.sjvcogs.org). In FY 2017-18, an Executive Committee and Water Policy Committee were created for the Regional Policy Council. The Regional Policy Council usually meets twice a year in person and holds two to three phone conference meetings in preparation for Valley Voice visits. The Chair of the Regional Policy Council is elected for a one year term in the first meeting of the fiscal year (usually in December or January).

<b>Directors’ Chair</b>	Madera County Transportation Commission, 2019-20
<b>Rotation Schedule</b>	Kings County Association of Governments, 2020-21
	Kern Council of Government, 2021-22
	San Joaquin Council of Governments, 2022-23

Tulare County Association of Governments, 2023-24  
 Fresno Council of Governments, 2024-25  
 Merced County Association of Governments, 2025-26  
 Stanislaus Council of Governments, 2026-27

## FISCAL YEAR 2019-20 BUDGET

The budget for the Valleywide activities, identified in the OWP, is detailed below. Budget amounts by MPO represent the total direct cost for this activity by MPO. Budget amounts by activity are apportioned by population share for all items, except for Valley Voice advocacy visits, which are apportioned equally.

SJ COG is the fiscal agent for Air Quality Planning. Fresno COG is the fiscal agent for Valley Voice, and the Valleywide Coordinator contract. In FY 2019-20, the Kings County Association of Governments will provide funding for the Air Quality Planning conducted by Trinity Consultants.

Valleywide Activities			Air Quality Planning <sup>(2)</sup>	Valley Voice <sup>(3)</sup>	Valleywide Coordinator <sup>(4)</sup>	Total FY 2019-20
MPO Share By Population <sup>(1)</sup>						
Fresno	1,007,229	23.5%	\$11,729	\$3,125	\$31,668	\$46,522
Kern	905,801	21.1%	\$10,548	\$3,125	\$28,479	\$42,152
Kings	151,662	3.5%	\$1,766	\$3,125	\$4,768	\$9,659
Madera	158,894	3.7%	\$1,850	\$3,125	\$4,996	\$9,971
Merced	279,977	6.5%	\$3,260	\$3,125	\$8,803	\$15,188
San Joaquin	758,744	17.7%	\$8,835	\$3,125	\$23,856	\$35,816
Stanislaus	555,624	12.9%	\$6,470	\$3,125	\$17,469	\$27,064
Tulare	475,834	11.1%	\$5,541	\$3,125	\$14,961	\$23,627
<b>Total FY 2019-20</b>	<b>4,293,765</b>	<b>100.0%</b>	<b>\$50,000</b>	<b>\$25,000</b>	<b>\$135,000</b>	<b>\$210,000</b>

(1) DOF, January 1, 2018 estimates.

(2) SJ COG Staff (\$50,000). Kings County is separately providing funding for Trinity Consultants on behalf of the Valley (\$150,000).

(3) No PL Funds, cost for Valley Voice is apportioned pro-rata (not by population)

(4) Sigala Inc, includes subcontract for administering the Annual Policy Conference.

# Meeting Calendar FY 2019-2020

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

2019						
July						
S	M	T	W	T	F	S
	1	2	3	4	5	6
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28	29	30	31			
August						
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September						
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29	30					
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2020						
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31						
June						
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21	22	23	24	25	26	27
28	29	30				

	Executive Directors' Committee Meetings
	Washington DC Valley Voice (Sep 11-12, 2019)
	Regional Policy Council Meetings (Jan 17, 2020 & June 26, 2020)
	Pre Valley Voice Phone Conference (Aug 23, 2019 & Feb 28, 2020)
	Annual Policy Conference (May 13-15, 2020, Madera)
	Sacramento Valley Voice (March 2020, actual date TBD)

July 11 - Madera  
 Aug 1 - Fresno  
 Sep 5 - Bakersfield  
 Oct 3 - Stockton  
 Nov 7 - Kings County  
 Dec 5 - Merced  
 Jan 9 - Fresno  
 Feb 6 - Visalia  
 Mar 5 - Madera  
 April 2 - Modesto  
 May 7 - Fresno  
 June 4 - Visalia



## **INFORMATIONAL ITEMS – June 14, 2019**

### ***D.1. Caltrans Directors' Report***

***S.Ehlert/D. McElhinney***

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

### ***D.2. 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.

### ***D.3. Rural Transit Alternatives (Valley Go and Valley Flex0***

***M. Sigala***

- Valley Go – The initial round of ten EV charging stations in six affordable housing communities have been installed in Tulare and Kern Counties. Eight electric vehicles have been purchased and delivered and two cars purchases are pending. The software has been developed and tested, and outreach is being conducted with initial user groups. The name of the car sharing program is **MioCar**. A press event with ARB, the Air District and project partners is being planned for September 2019.
- Valley Flex - Development of the Valley Flex software is complete and is undergoing testing at this time. The name of the service is **Vamos**. A press event with ARB, the Air District and project partners is being planned for September 2019.
- All Major work efforts are posted on the sjvcog's website: <http://sjvcogs.org/rural-transit-needs-related-projects/>

### ***D.4. California Partnership for the San Joaquin Valley***

***F. Cardoza***

Ismael Herrera, Interim Executive Director, may be in attendance to provide an update and answer any questions.