San Joaquin Valley Regional Planning Agencies’ Directors’ Committee

Meeting Agenda
Wednesday, November 6, 2019
Time: 11:10 a.m.

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

Teleconference Number: 1-515-604-9094
Participant Code: 432-600-639

APPROVAL OF MINUTES

1. September 5, 2019 Directors’ Meeting
   P. Taylor

DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality
   R. Niblock
   a. Update and Discussion
   b. Consider Approving Extension of Existing Contract with Trinity Consultants for One Year

3. I-5 Self-Driving Truck Study
   A. Hakimi
   Update and Discussion

4. Aviation-Ground Innovations Coalition
   Approve Resolution for Valley MPO Participation; Presentation By Keith Bergthold

Madera County
Transportation Commission
Patricia Taylor - Chair

Kings County
Association of Governments
Terri King - Vice Chair

Kern Council of Governments
Ahrin Hakimi
(559) 268-6222
(559) 314-6015 (Fax)
http://njvg.org

Stanislaus Council of Governments
Rosa Park

Merced County
Association of Governments
Stacie Dabbs

San Joaquin Council of Governments
Andrew Chesley

Fresno Council of Governments
Tony Boren
2001 Howard Rd, Suite 201
Madera, CA 93637
5. California Transportation Funding Program and Project Funding Updates: P. Taylor
   - Trade Corridor Enhancement Program (SJCOG & MCAG)
   - Solutions for Congested Corridors Program (Fresno COG)

6. San Joaquin Valley Multiagency Working Group for Housing R. Phipps
   Update and Discussion M. Sigala

7. Valley Voice M. Sigala
   b. Discuss Timing for Valley Voice Sacramento 2020

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.

8. Caltrans Directors’ Report S. Ehlert/D. McElhinney
9. California High Speed Rail D. Gomez
10. San Joaquin JPA for Passenger Rail D. Leavitt
11. Valley GO (MioCar) and Valley Flex M. Sigala
12. California Partnership for the San Joaquin Valley F. Cardoza

OTHER ITEMS

13. Director Items

   This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to three minutes. The public may comment on listed agenda items as they are considered.

ADJOURN MEETING.

Next Directors’ Meeting: Thursday, December 5, 2019 in Merced

Americans with Disabilities Act (ADA) Accommodations The meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at (559) 266-6222, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting.
Meeting Minutes
Thursday, September 5, 2019
Time: 10:00 a.m.

Meeting Location:
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

ITEM 1

<table>
<thead>
<tr>
<th>Directors</th>
<th>MPOs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patricia Taylor</td>
<td>Madera County Transportation Commission</td>
</tr>
<tr>
<td>Rosa Park</td>
<td>Stanislaus Council of Governments</td>
</tr>
<tr>
<td>Tony Boren</td>
<td>Fresno Council of Governments</td>
</tr>
<tr>
<td>Stacie Dabbs</td>
<td>Merced County Association of Governments</td>
</tr>
<tr>
<td>Ted Smalley (ph)</td>
<td>Tulare County Association of Governments</td>
</tr>
<tr>
<td>Ahron Hakimi</td>
<td>Kern Council of Governments</td>
</tr>
<tr>
<td>Terri King - ABSENT</td>
<td>Kings County Association of Governments</td>
</tr>
<tr>
<td>Andrew Chesley</td>
<td>San Joaquin Council of Governments</td>
</tr>
</tbody>
</table>

Please see Appendix A for a list of other attendees

APPROVAL OF MINUTES

1. August 1, 2019 Directors’ Meeting  P. Taylor
There was a motion to approve the August 1, 2019 Directors Committee Minutes.

   First Motion: Ahron Hakimi
   Second Motion: Andrew Chesley
   Motion Carried
DISCUSSION/ACTION ITEMS:

2. **RTP/Sustainable Communities Strategies/Air Quality**  
   a) **Update and Discussion**  
   Ryan Niblock announced that all RTP amendments are still on track. Additionally, Mr. Niblock reported that there have not been any new updates on the SAFE Rule. There is a possibility is that the waiver component and the CAFE component of the SAFE Rule could be split out to try and get the waiver portion of the SAFE Rule approved faster, and that there may not be an adjustment to CAFE standards for some time.

   b) **Discuss October 10 Joint CTC/ARB Meeting in Modesto**  
   Patricia Taylor noted that this meeting will be panel discussion format, and Stanislaus County Supervisor Vito Chiesa has been chosen as the moderator for the SJV panel. Ms. Taylor stated that the panel will be addressing innovation, goods movement and related growth and urban issues in the San Joaquin Valley, discussion ensued.

3. **Valley Voice D.C. (Sept. 11-12, 2019)**  
   **Update and Discussion**  
   Michael Sigala reported that the brochure and all other materials have been sent to print. Mr. Sigala briefly reviewed the itinerary, discussion followed.

4. **I-5 Self-Driving Truck Study**  
   **Update and Discussion**  
   A draft RFP has been shared with Caltrans headquarters, who have confirmed that it is PL eligible. An estimated $200,000 is available. The scope will be scaled back to fit the amount of funds available.

5. **California Transportation Funding**  
   **Program and Project Funding Updates:**  
   - **Trade Corridor Enhancement Program (SJCOG & MCAG)**  
     Upcoming workshop on September 19th.
   - **Solutions for Congested Corridors Program (Fresno COG)**  
     No update was provided.
   - **ITIP (TCAG & StanCOG)**  
     No update was provided.

6. **Governor’s Housing Trailer Bill for Planning**  
   **Update and Discussion**  
   Robert Phipps provided an update on the progress of the working group, discussion followed. Additionally, Mr. Phipps noted that AB 101 eliminated the requirement for a Valley action plan as a deliverable. Guidance from HCD is pending.

7. **Annual Policy Conference (The Pines Resort, Bass Lake, Madera County)**  
   **Update and Discussion**  
   Patricia Taylor announced that the Annual Policy Conference will be held May 13-15, 2020. Ms. Taylor reported that they are still in the early stages of developing the conference theme, and requested any input on workshop topics and/or speakers. Preliminary topics were discussed.

8. **Administrative: Potential Conflicts for October 3 & November 7 Meetings**  
   **Discussion**  
   The October 3rd meeting in Stockton is tentative, and the November 7th meeting was rescheduled to November 6th in Fresno.
INFORMATIONAL ITEMS

Adetokunbo “Toks” Omishakin was appointed as the new Caltrans director on September 3rd. A 2019 symposium for Active Transportation Program will be jointly hosted by CTC and Caltrans on October 29-30 in West Sacramento.

10. California High Speed Rail  D. Gomez
No update was provided.

11. San Joaquin JPA for Passenger Rail  D. Leavitt
No update was provided.

12. Valley GO (MioCar) and Valley FLEX  M. Sigala
There will be a press event on November 1st with the Air District, ARB, and other project partners to announce the rollout of MioCar.

13. California Partnership for the San Joaquin Valley  F. Cardoza
Next board meeting will be held at CSU Bakersfield on September 20th. Eduardo Gonzalez will be OCED’s new Interim Executive Director.

OTHER ITEMS

14. Director Items

15. Public Presentations for Items not on Agenda

Meeting Adjourned at Approximately 11:45 A.M.

Next Directors’ Meeting: Thursday, October 3, 2019 in Stockton (Tentative – did not happen)

Appendix A – Additional Meeting Attendees

<table>
<thead>
<tr>
<th>In Attendance:</th>
<th>Organization(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Sigala</td>
<td>Valleywide Coordinator, Sigala Inc</td>
</tr>
<tr>
<td>Ryan Niblock</td>
<td>San Joaquin Council of Governments</td>
</tr>
<tr>
<td>Becky Napier (ph)</td>
<td>Kern Council of Governments</td>
</tr>
<tr>
<td>Matt Fell</td>
<td>Merced County Association of Governments</td>
</tr>
<tr>
<td>Robert Phipps</td>
<td>Fresno Council of Governments</td>
</tr>
<tr>
<td>Ken Baxter (ph)</td>
<td>Caltrans D10</td>
</tr>
<tr>
<td>Tom Jordan</td>
<td>SJVAPCD</td>
</tr>
<tr>
<td>Ben Kimball</td>
<td>Tulare County Association of Governments</td>
</tr>
<tr>
<td>Dylan Stone</td>
<td>Madera County Transportation Commission</td>
</tr>
<tr>
<td>Troy McNeil</td>
<td>Madera County Transportation Commission</td>
</tr>
<tr>
<td>Kristine Cai</td>
<td>Fresno Council of Governments</td>
</tr>
<tr>
<td>Frida Cardoza</td>
<td>Fresno State Office of Community &amp; Economic Development</td>
</tr>
<tr>
<td>Eduardo Gonzales</td>
<td>Fresno State Office of Community &amp; Economic Development</td>
</tr>
<tr>
<td>Ishmael Herrera</td>
<td>Fresno State Office of Community &amp; Economic Development</td>
</tr>
<tr>
<td>Rob Ball (ph)</td>
<td>Kern Council of Governments</td>
</tr>
<tr>
<td>Tanisha Taylor (ph)</td>
<td>CalCOG</td>
</tr>
</tbody>
</table>
Valley EV Aviation-Ground Innovations Coalition

The World Needs and Wants Electric Aircraft

INTRODUCING:
Valley EV Aviation-Ground Innovations Coalition

Electrification of ground transportation, and now aviation, is proceeding at warp speed. Significant and scalable environmental and economic benefits are projected to better our world from the future integration of the electrification of aviation and ground transportation. Unprecedented testing and validation of different electric prototype aircraft has begun in the uncongested air space above the San Joaquin Valley, at the edges of huge western hemisphere and global markets for these multi-purpose, mobility improving, clean propulsion air vehicles.

The San Joaquin Valley is an Ideal Place in North America to Test, Demonstrate, and Validate New Electric Aircraft

- Uncongested Air Space Close to Major Markets
- More than 20 Underutilized General Aviation Airports in 8 Counties
- 260-300 Days a Year with Sunshine and Great Flying Conditions
New Solutions for Improved Mobility, Jobs, and Climate

Acknowledging its regional advantage as a unique location for initial aircraft testing for this emerging industry, cross-sector Valley leaders are coming together to conceptualize the regional job creation potential of advanced electric aircraft and ground level mobility propulsion vehicles, equipment, products, services, and training. A first mover strategy of linking many interrelated investments and activities at general aviation airports in each of our 8 counties as networked innovation hubs is being collaboratively pursued to competitively position the Valley and California to take advantage of this global transportation phenomenon.

Each of our Valley airports can become interconnected integrated Opportunity Fund Sites. The Valley EV Aviation-Ground Innovations Coalition has been formed to help guide and propel these new solutions for improved mobility, jobs, and climate.

What We Need Now to Succeed:

- Governor’s Office to establish and fund a California Electric Aircraft Working Group based in the San Joaquin Valley
- Funding for aircraft and ground transportation electric charging infrastructure at all Valley partner general aviation airports
- Funding for a global electric propulsion manufacturing and services survey to determine skills training programs for the Valley
- Amendments to Opportunity Zone legislation and policies to allow and encourage substantial rehabilitation investments
- 5G infrastructure priorities for Valley general aviation airports designated as innovation HUBS with Opportunity Funds
- Amendments to DOL and other Federal Dept. regulations to allow WIOA and other funds to be used for pilot training

EV Aviation-Ground Innovations is a network concept for the San Joaquin Valley (SJV) aimed at capturing the significant economic, environmental and community advantages from first mover collaborations that implement related aspects of the integration of the electrification of aviation and ground transportation systems. A network facilitative team has been formed by two Valley-based 501(c)3 corporations, New Vision Aviation and Regenerate California Innovation, Inc., to provide networking, project and resource development, and high impact collaborative results for the SJV.

For more information on partnerships:
Joseph Oldham | CEO | New Vision Aviation | (559) 797-6034 | joseph@evaviation-ground.com
Keith Bergthold | CEO | Regenerate California Innovation, Inc. | (559) 250-1902 | keith@evaviation-ground.com
EV Aviation-Ground Innovations* Network for the San Joaquin Valley
Organizing Framework
(2-4-19 Draft)

Introduction

Electrification of ground transportation, and now aviation, is proceeding at warp speed. New electric vehicle models for ground transport of passengers and cargo are being announced nearly every month by an increasing array of global car, SUV, pick-up truck, bus and heavy truck manufacturers as well as many new technology and industrial players not previously involved in the transportation industry or vehicle production. There is a demonstrable revolution in electric vehicle propulsion, products, consumer and business usage, and the common desire for capturing of related environmental and economic benefits that is moving definitively into the aviation field. Unheralded and unprecedented testing of different electric prototype aircraft in the uncongested air space of the San Joaquin Valley is happening at the edges of the eventual big west coast markets for these air vehicles in the Bay Area and Southern California. Conventional take-off and landing (CTOL) electric airplanes are being tested and validated at Fresno Chandler Executive Airport in Fresno and Reedley Municipal Airport in Reedley, while vertical take-off and landing (eVTOL) electric aircraft are being tested at the Hollister Airport. Firms such as Boeing Corporation are already conceptualizing a complete integration of ground and air electric vehicles, related supportive infrastructure, and high tech navigation systems. Electric passenger air shuttles taking off and landing safely in the space provided by two conventional auto parking stalls is not a far off reality. The exclusive aviation testing trials occurring in our Valley involve validation and demonstration of unique air transportation vehicle concepts wholly unimagined until recently, with the exception perhaps of Hanna-Barbera in ‘The Jetsons’ animated sitcoms of the 1960s.

More importantly for us, these trail blazing aviation and ground transportation developments, taken together, offer San Joaquin Valley cities and counties a regional competitive economic development advantage if we can seize the implied opportunities together as partnering first movers because of our location. To do so we must fully pursue development of a regional network of general aviation airports where electric air and ground transportation and technologies can be supported, tested, validated and demonstrated toward scale. We must mutually understand the practical implications of these revolutionary new technologies, products, and potential markets by exploring all possibilities for securing locations in our region for new manufacturing, maintenance, repair, technology development and entrepreneurship facilities, and for new job skills training and required job certifications for residents of our region. We must collaborate as never before across geographic, jurisdictional, and sector boundaries and against personal and organizational self-interests,aiming our shared goals and collective work at benefits for the entire region. The notes below outline an integrative organizing framework for the San Joaquin Valley to move into the future ahead of other regions, and to collaboratively harvest the fruits of integrated and advanced electric air and ground transportation systems along with the world class food and fiber crops our region produces now.

*EV Aviation-Ground Innovations is a network concept for the San Joaquin Valley (SJV) aimed at capturing the significant economic, environmental and community advantages from first mover collaborations that implement related aspects of the integration of the electrification of aviation and ground transportation systems. A partnership by the same name has been formed by two Valley based 501c3 corporations, New Vision Aviation (Joseph Oldham, CEO), and Regenerate California Innovation, Inc., (Keith Bergthold, CEO) – to facilitate networking, project and resource development, and high impact collaborative results for the SJV.
• **SJV as a West Coast Center for Testing, Validation & Demonstration of Electric Propulsion Aircraft (CTOL and VTOL)** - Network of Valley General Aviation Airports – Linked as Innovation HUBS & Opportunity Zones for Supporting Testing, Validation, Demonstration, Innovation, New Training Programs and Significant New Investment (An E-viation Technology Center Network)

• **SJV - EV Aviation & Ground Transportation Innovation Coalition** - COGs, Cities, Counties, CALSTART, CSU Fresno, UC Merced, WDBs, SJV Manufacturers Alliance, School Districts, Air Districts, etc.

• **EV Aviation Working Group for California HQ in the San Joaquin Valley** - State of California Establishing Authority, Partnership and Support

• **Increased EV Charging Infrastructure** - Reliable Electricity Power Supply, Distribution & Siting Policies, Standards, and Development for California and SJV Sites - CEC, CARB, Utilities, CALSTART, Air Districts (Valley, Bay, and Sacramento)

• **5G Infrastructure Deployment and Development Focus For SJV on Supporting** - Innovation HUBs, and Increased EV Ground and Aviation Manufacturing, Repair, and Maintenance Facilities Sited in SJV – (Cellular Companies, SJV Manufacturing Alliance, CALSTART, GO Biz) - 5G is the latest generation of cellular mobile communications. It succeeds the 4G, 3G and 2G systems. (5G performance targets high data rate, reduced latency, energy saving, cost reduction, higher system capacity, and massive device connectivity. The transition to 5G — already beginning in prototype systems in cities from Dallas to Atlanta — is likely to be more revolutionary than evolutionary. What consumers will notice first is that the network is faster — data should download almost instantly, even over cellphone networks. It is the first network built to serve the sensors, robots, autonomous vehicles and other devices that will continuously feed each other vast amounts of data, allowing factories, construction sites and even whole cities to be run with less moment-to-moment human intervention. It will also enable greater use of virtual reality and artificial intelligence tools. Wikipedia and NY Times)

• **EV Ground Transportation System Integration with EV Aviation** - Studies, Policies, Resources and Programs linking Individual Passenger Vehicles, Freight, Transit, Trains, Fleets, Airports, New Urban VTOL Sites and More – (Caltrans, COGs, Association of California Airports, Transit Agencies, Aircraft Manufacturers, CALSTART)

• **Aligned Economic and Workforce Development Efforts** - Aimed at Improving Valley Resident Skills and Securing EV Ground and Aviation Manufacturing, Repair, and Maintenance Facilities and Jobs Sited in SJV

• **SJV - Silicon Valley Technology Partnerships** - To Support Linked Technology and Innovation in SJV High School CTE, Workforce Development, Community College, CSU, and UC Innovation Education-Training Programs


*EV Aviation-Ground Innovations is a network concept for the San Joaquin Valley (SJV) aimed at capturing the significant economic, environmental and community advantages from first mover collaborations that implement related aspects of the integration of the electrification of aviation and ground transportation systems. A partnership by the same name has been formed by two Valley based 501c3 corporations, New Vision Aviation (Joseph Oldham, CEO), and Regenerate California Innovation, Inc., (Keith Bergthold, CEO) – to facilitate networking, project and resource development, and high impact collaborative results for the SJV.*
BEFORE THE SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES’ DIRECTORS’ COMMITTEE
RESOLUTION NO. 2019 - __-__

In the Matter of


WHEREAS, two San Joaquin Valley-based 501c3 nonprofit community-benefit organizations, New Vision Aviation and Regenerate California Innovation, have originated the concept, goals and strategies for the Valley EV Aviation-Ground Innovations Coalition, and made informational presentations about the Coalition to all eight county COG and CAG Boards in 2019, and

WHEREAS, the Valley Regional Planning Agencies’ Directors’ desire to improve the performance and impact of RTPs and SCSs for Valley Counties by formally coordinating on the advancement and integration of electric aviation and ground transportation systems as key elements of future RTPs and SCSs for each county that will drive significant increases in population mobility options with major reductions in fuel costs, GHG emissions, and congestion; and

WHEREAS, the State of California and the San Joaquin Valley must establish a cross-sector Electric Aircraft Working Group to study, build, and sustain global competitiveness in all aspects of electric aviation integrated with advancing electric ground transportation systems, and the Valley EV Aviation-Ground Innovations Coalition can initially perform this function in coordination with the California Governor and State Government, and

WHEREAS, the Valley Regional Planning Agencies’ Directors’ desire to improve regional economic development and job creation by contributing to the building by public and private partners of a 21st century clean transportation network and global industry opportunity for the San Joaquin Valley that prospectively includes testing and validation of new prototype EV aircraft, pilot and technician training, EV aircraft and component manufacturing, repair and services, and Career Technical Education programs for advancing Valley youth – all at Valley General Aviation airports in each county transformed into a network of Innovation Hubs; and
WHEREAS, the Valley Regional Planning Agencies’ Directors’ desire to improve regional collaborative results in coordination with colleges, economic and workforce development entities by inviting cross-sector partners from community colleges, universities, economic development corporations, and workforce development boards in each county to join and be full partners of the Valley EV Aviation-Ground Coalition to initiate and expand new EV related industries, and associated job training and job creation throughout the region for the benefit of Valley residents, and

NOW, THEREFORE, BE IT RESOLVED by the San Joaquin Valley Regional Planning Agencies’ Directors’ Committee that the Valley EV Aviation-Ground Innovations Coalition would greatly benefit the San Joaquin Valley and State of California, and that the San Joaquin Valley Regional Planning Agencies’ Directors’ Committee:

• Supports the formation and will be organizational partners of the Valley EV Aviation-Ground Innovations Coalition, which in addition to numerous functions to advance the integration of electric aviation and ground transportation systems in the San Joaquin Valley, will also serve as an Electric Aircraft Working Group in coordination with the California Governor and State Government.

• Supports inviting community colleges, universities, economic development corporations, workforce development boards, and other key institutions and private entities to join the Coalition as partnering agencies and businesses to contribute to achievement of Coalition goals.

• Supports an MOU Partnership among and between Regional Agencies with Fresno COG performing fiscal agency and applicant duties related to Coalition grants, contracts and other resource development.

• Supports designating two San Joaquin Valley-based 501c3 nonprofit community-benefit organizations, New Vision Aviation and Regenerate California Innovation, as facilitators of Coalition activities to provide consistent communication, networking, funding resource development and desired results among and between Coalition partners, and as sub-applicants and sub-awardees of grants and contracts written and secured to further the purposes of the Coalition.

AYES:

NOES:

ABSENT:

Witness my hand this 6th day of November, 2019.

By _____________________________
Regional Early Action Planning Grants Program (REAP)
(The regional component of the Local Government Planning Support Grants Program as described in Health and Safety Code section 50515.02)
Advance Allocation Request for Councils of Government and Multiagency Working Groups

Amount available: 25% of total maximum funding allocation

On or after October 1, 2019, Health and Safety Code Section 50515.02(d)(3) permits a council of governments or a fiscal agent of a multiagency working group to request up to 25 percent of funding available to it through this program in advance of submitting an application to request an allocation of funds, to develop and accelerate preparation of the application requirements described in Health and Safety Code Section 50515.02(d)(1), including, but not limited to education and outreach strategies related to the sixth cycle regional housing need allocation. Submission of this form, along with a resolution of the Council or fiscal agent authorizing this request shall constitute an advance allocation request pursuant to Health and Safety Code section 50515.02(d)(3).

APPLICANT INFORMATION

Entity Name: 
Address: 
City: Zip Code: 
Website Address: 

CONTACT INFORMATION

Title: 
Name: 
Phone Number: Email Address: 

Amount requested:
Please describe the proposed activities that would be funded through this request, and how your regional entity will use these funds to prepare for the full application requirements:

(1) An allocation budget for the funds provided pursuant to this section.
(2) The amounts retained by the council of governments, regional entity, or county, and any suballocations to jurisdictions.
(3) An explanation of how proposed uses will increase housing planning and facilitate local housing production.
(4) Identification of current best practices at the regional and statewide level that promote sufficient supply of housing affordable to all income levels, and a strategy for increasing adoption of these practices at the regional level, where viable.
(5) An education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional housing need allocation.

<table>
<thead>
<tr>
<th>Proposed Activity</th>
<th>Application Requirement(s) Developed or Accelerated through the Proposed Activity</th>
<th>Timing of Proposed Activity</th>
<th>Amount of Funds Utilized for Proposed Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Use additional pages as needed. The fund recipient should discuss and seek approval from HCD if there are desired changes in proposed uses of these funds after submission of this funding request.
### Proposed Uses

Health and Safety Code Section 50515.02(e) sets forth the eligible uses of Early Action Planning Grants funding by regional entities. Please select all that apply to this Request for Initial Funding. This selection represents your commitment to use funds on these eligible uses.

*(select all that apply)*

- [ ] Developing an improved methodology for the distribution of the sixth-cycle Regional Housing Need Assessment
- [ ] Suballocating moneys to jurisdictions or other subregional entities to support planning to accelerate housing production in ways which align with state planning priorities, housing, transportation, equity, and climate goals. If any of this initial funding request is used to suballocate, an entity that receives the suballocation shall only use that suballocation for housing-related planning activities, described in Health and Safety Code Section 50515.02(f).
- [ ] Providing jurisdictions and other local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents, expediting application processing, or other actions to accelerate additional housing production.
  - [ ] If proposing to use other actions please describe:
- [ ] Covering the costs of administering this grants program.

The Council of Governments or Multiagency Working Group agrees to all statutory requirements of the program set forth in Health and Safety Code Section 50515.02, to limit spending to eligible uses, to comply with all guidelines, Notices of Funding Availability and application requirements subsequent to this request pursuant to Health and Safety Code section 50515.02(d)(1) and to complete of all forms and reporting requested by the Department of Housing and Community Development.

Print Name: ________________________________

Signature of Person Designated by the Council of Governments or the Fiscal Agent of the Multiagency Working Group to Submit this Advance Allocation Request on Behalf of the Council or Multiagency Working Group:

______________________________ Date: ________________

Page 3 of 4
Send completed advance application request, the executed Resolution and any additional supporting documents to:
EarlyActionPlanning@hcd.ca.gov

OR

California Department of Housing and Community Development
Attention: Housing Policy Division, Early Action Planning Grants
2020 W. El Camino Ave. Suite 500
Sacramento, CA 95833
SAMPLE RESOLUTION

All information provided will be verified using the entity’s bylaws, or appropriate governing documents. If the governing documents of the organization are not reflective of the current board makeup, the Applicant/Requestor must notify HCD in writing of the discrepancy and provide an explanation.

The Authorizing Resolution shall be submitted with the Advance Allocation Request. The Department will not issue an advance until the Department receives a fully executed Authorizing Resolution.

[Insert Resolution Number]
[Insert Name of Regional Entity]

AUTHORIZING RESOLUTION

[All, or A necessary quorum and majority] of the [directors, supervisors, members, council members, etc.] of [official name of applicant entity, and type of entity: Council of Government or Multiagency Working Group] (“Applicant”) hereby consents to, adopts and ratifies the following resolution:

A. WHEREAS, the Department is authorized to provide up to $125,000,000 to Councils of Governments and Fiscal Agents of Multiagency Working Groups (“Applicant”) under the Regional Early Action Planning grant program (REAP), the regional component of the Local Government Planning Support Grants Program (as described in Health and Safety Code section 50515.02).

B. WHEREAS the State of California (the “State”), Department of Housing and Community Development ("Department") issued a Notice and Request for Advance Allocation on October XX 2019 for Regional Early Action Planning grants available to Councils of Government and Fiscal Agents of Multiagency Working Groups;

C. WHEREAS Applicant is a Council of Governments or Fiscal Agent of a Multiagency Working Group eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code section 50515.02(d)(3) to develop and accelerate the implementation of the requirements contained in the Council of Governments or Multiagency Working Group’s application pursuant to Health and Safety Code section 50515.02(d)(1) including the development of an education and outreach strategy related to the sixth cycle regional housing need allocation.

D. WHEREAS the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and Local Government Planning Support Grant Recipients;

NOW THEREFORE BE IT RESOLVED THAT:
SAMPLE RESOLUTION

1. The [Council of Government/Fiscal Agent of a Multiagency Working Group] is hereby authorized and directed to request an advance allocation not to exceed $ [ ] (up to 25% of the amount allocated pursuant to Health and Safety Code section 50515.02(b) consistent with the methodology described in 50515.03(a)).

2. The [insert designee title] is authorized to execute the Advance Allocation Request, on behalf of the [Council of Governments/Multiagency Working Group] as required by the Department for receipt of REAP funds.

3. When [Council of Government/Fiscal Agent of a Multiagency Working Group] receives an advance allocation of REAP funds in the authorized amount of $ [ ] from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.02(d)(1), as approved by the Department and in accordance with all REAP requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant [Council of Government/Fiscal Agent of Multiagency Working Group] and the Department.

4. The [insert designee title] is authorized to enter into, execute and deliver a State of California Standard Agreement for the amount of $[ ], and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP advance allocation, the [Council of Government’s/Fiscal Agent of Multiagency Working Group’s] obligations related thereto and all amendments the Department deems necessary and in accordance with REAP.

PASSED AND ADOPTED at a regular meeting of the [Insert Name of Applicant Council of Government/Multiagency Working Group] this______day of__,______by the following vote:

AYES:_____ ABSTENTIONS:_____
NOES:____ ABSENT: ____

Signature of Approving Officer
[Insert printed name and title of Approving Officer]

INSTRUCTION: The attesting officer cannot be the person identified in the resolution as the authorized signor.

ATTEST: ________________________________
Signature of Attesting Officer
[Insert printed name and title of Attesting Officer]
San Joaquin Valley Regional Planning Agencies Policy Council
VALLEY VOICE
September 11-12, 2019

Meetings Summary

Wednesday, September 11, 2019

9:30 a.m.  Congressman Devin Nunes

Congressman Nunes joined the Valley Voice delegation for their first meeting on Capitol Hill. Legislative Director Ian Foley accompanied the Congressman.

The delegation started with pending federal grant applications, including the City of Fresno’s Veterans Boulevard project. The Congressman began by informing the group that the Veterans Boulevard project is in good shape during this round of the Better Utilizing Investments to Leverage Development (BUILD) program, should the application provide the technical merit required to advance to the second and third phases of review before the Secretary’s Senior Review Team. The Congressman met directly with Secretary Chao on this issue. He is following her lead and advice to ensure success, so long as it fulfills the evaluation criteria and cost-benefit analysis.

The group then advocated for the Central Valley Gateway Project in Tracy. The Congressman informed the delegation that the U.S. Department of Interior (DOI) is finished with and the U.S. Department of Commerce (DOC) is working on regulations to redo the Biological Opinions on water. The Congressman also expressed concern about California Senate Bill 1.

Congressman Nunes outlined recent legislative developments as well as some potential priorities for the remainder of the year. On the appropriations front, the House and Senate recently passed a budget agreement, and the House was working on a stopgap measure to fund the federal government while Congress continues Fiscal Year (FY) 2020 negotiations. The House has subsequently passed a short-term Continuing Resolution (CR) to fund the government through November 21, 2019. The Senate is expected to take it up the week of September 23rd ahead of the final day of the federal fiscal year on September 30, 2019.
The Congressman is concerned about the national debt and the rising costs of Social Security and Medicare as a share of the budget. The United States-Mexico-Canada Agreement (USMCA) is the last big potential item on the Congressional legislative agenda this year – House leadership is working with the Administration on some final hang-ups. He listed drug pricing and infrastructure legislation as second tier items for completion by Congress.

In response to a question on guest worker visa programs, the Congressman indicated that immigration reform legislation is unlikely until after the 2020 presidential elections due to deep partisan disagreements. On infrastructure, the Congressman is not in favor of raising the gas tax or increasing user fees. He argued, “The federal government was never supposed to be in the road business in the first place.”

10:15 a.m. 
Congressman TJ Cox

The delegation then met with freshman member Congressman TJ Cox. The Congressman began by informing the delegation that he just led a letter on California Senate Bill 1. He then outlined his current legislative priorities and efforts: increasing access to clean and fresh drinking water; performing oversight on the reclamation fund in his role as a Subcommittee Chairman on the House Oversight Committee; working to help dairy farmers in his role on the House Agriculture Committee; immigration reform and making “blue cards” available; gun reform legislation; and passage of the USMCA with Democrats’ priorities incorporated into the agreement. The three hold-ups for Democrats on the USMCA are labor enforcement actions, environmental provisions, and drug provisions.

Congressman Cox believes that the federal government should provide robust investment in infrastructure. He is willing to consider any pay-for solution that can help address national needs, including an increase in the gas tax. The Congressman was pleased that the Diesel Emissions Reduction Act (DERA) of 2019 (H.R. 1768) passed the House to reauthorize the U.S. Environmental Protection Agency (EPA) DERA program. He indicated that he would support the Central Valley Gateway Project in Tracy and other projects like it.

10:45 a.m.
Senate Environment and Public Works Committee
James Wilson, Majority Staff

We were joined by James Wilson who serves as Majority Professional Staff on the Senate Environment and Public Works (EPW) Committee. EPW staff outlined the major provisions of the America’s Transportation Infrastructure Act (ATIA) recently passed by the Committee and their process moving forward. The Valley delegation outlined their priorities for the ATIA as the full Senate considers the legislation. Committee staff indicated that they are examining issues to date with Buy America waivers. They discussed how farm-to-market routes are addressed in the ATIA through increased formula funding and a provision that would enable states to designate additional routes and miles to the their national freight networks. There was also a short discussion of provisions in the bill regarding Regional Transportation Plans (RTPs).
Committee staff outlined the timeline for the surface transportation reauthorization package. The Senate Commerce, Banking, and Finance Committees are each working on their separate portions of the bill this fall. The full Senate will likely consider the ATIA by the end of November. The House will then consider and pass its own legislation. The upper and lower chamber would then resolve the two measures in a Conference Committee, likely sometime in the new year.

11:20 a.m.  
**Congressman Josh Harder**

Congressman Josh Harder — another new member of the Congressional Class of 2018 — met with the Valley delegation to round out the morning meetings. He was joined by Adela Amador, who serves as his Deputy Chief of Staff and Legislative Director. The Congressman began by emphasizing that he will do whatever it takes to move the Veterans Boulevard project forward in Fresno with hopes of helping the 99 Corridor throughout the Valley.

On infrastructure, the Congressman believes in a robust role for the federal government. He argued that Congress must be “courageous” in finding a revenue stream for pay for infrastructure. He noted that raising the gas is a politically difficult vote, exacerbated by the fact that many states and localities have already raised their gas taxes. Yet it is likely the most obvious, despite the fact that the proposal still may not generate enough revenue. His biggest priority for any forthcoming infrastructure package is ensuring sufficient funding for the Central Valley’s water infrastructure projects. He has also been a strong advocate for transit infrastructure.

On USMCA, the Congressman reviewed the concerns of other House Democratic Leadership. He recently wrote a letter to House Speaker Nancy Pelosi urging a floor vote on the agreement by the end of the year. On Buy America waivers, the Congressman indicated that he is open to looking into a solution. He closed the meeting by thanking the Valley delegation for their support and looks forward to continuing to build relationships with the group.

12:30 p.m.  
**Congressman Jim Costa**

Congressman Costa joined the Valley delegation with his senior team, including Chief of Staff Juan Lopez, Legislative Director Ben Goldeen, and Legislative Correspondent Alexa Fox.

The Congressman discussed how the major barrier to moving forward with any comprehensive infrastructure legislation is identifying a palatable revenue source. He emphasized that raising the gas tax should be one of a number of measures to generate the necessary revenue, even though the Administration does not have an appetite to push these proposals. The House Transportation and Infrastructure Committee is currently putting their infrastructure bill together.
On appropriations, the Congressman provided a brief update on the clean Continuing Resolution (CR) in development by the House that would fund the federal government until November 22, 2019. Subsequent to our conversation, the lower chamber did in fact pass the short-term measure to fund the government through November 21, 2019.

The delegation then discussed the dispute with the FAA regarding aviation fuel sales tax and Congresswoman Grace Napolitano’s bill (H.R. 2939) to address the issue.

Finally, the Congressman provided an update on the status of the SAFER Vehicles Rule under final review at the White House Office of Management and Budget (OMB) and his firm opposition to the proposal.

1:00 p.m.       Congressman Jerry McNerney

Following the lunch hour, the Valley Voice delegation met with Congressman Jerry McNerney. He was joined by Mike Stoever, Legislative Assistant.

The Congressman began the meeting by providing a brief update on the America’s Transportation Infrastructure Act (ATIA) and outlined his efforts to ensure that the Central Valley is well-represented in the House bill. Although there is currently no timeline for the House bill, discussions are ongoing and the House hopes to try to “up the ante” on the Senate bill.

Next, the delegation advocated for their air quality priorities. The Congressman responded that he holds similar positions and will support any forthcoming legislation. He believes that businesses especially need incentives to replace old heavy machinery.

The Valley Voice delegation highlighted their concerns regarding the FAA’s recent decision to divert state and local general sales tax away from local control and local projects. The Congressman indicated he would be glad to look into Congresswoman Napolitano’s bill.

On Buy America waivers, he agreed on the need for “a more thoughtful approach” to alleviate the burden on the Valley. He closed the meeting by praising the cooperation of the Valley delegation.

1:30 p.m.       Congressman Tom McClintock

The group were joined by Congressman Tom McClintock and his Legislative Aide, Kyle Campbell, who oversees the transportation portfolio. Our meeting with Congressman McClintock was pushed back due to a change in schedule that afternoon.

During the meeting, the Congressman provided an overview of his priorities and the legislative agenda moving forward in the 116th Congress. The Valley Voice delegation reviewed their projects and priorities. The Congressman indicated he is glad to support infrastructure projects in
the region as local sponsors apply for federal grants. The Congressman expressed frustration with bureaucracy and the inability to implement the deregulatory agenda and efficient operational processes, which would decrease project costs and benefit the region overall.

Congressman McClintock remains concerned about the federal deficit and spending overall. He referenced French economist Frederic Bastiat and stressed the importance of free trade as Congress and the Administration try to move forward with the USMCA in the months ahead. He believes it will help the Valley with its priorities, including Buy America waivers potentially.

2:30 p.m.  House Minority Leader Kevin McCarthy  Kyle Lombardi, Legislative Director  Trevor Smith, Legislative Aide

We were joined by Kyle Lombardi and Trevor Smith from House Minority Leader Kevin McCarthy’s DC Office. Trevor opened with a review of the Valley delegation’s past priorities. Congressman McCarthy has advocated for farm-to-market routes and the pilot program for MPOs to extend their RTP cycles from 4 to 8/10 years in the forthcoming infrastructure bill. Leader McCarthy wants a five-year surface transportation reauthorization bill, but he remains opposed to raising the gas tax to address the solvency of the Highway Trust Fund as demonstrated by his opposition to raising the gas tax in California. The timeline for consideration of any infrastructure proposal in the House is still currently unclear.

The Valley delegation and Kyle then engaged in an extensive discussion on Buy America issues. Kyle argued that the Congressman will not be in favor of any Buy America waivers until the Administration reaches a trade deal with China to regulate the waived markets. The delegation responded that many other countries are involved in this issue; this is not solely a China-specific problem. Robert Phipps from FresnoCOG emphasized that the Buy America issue is stalling projects to the point where the Valley may face a rescission in federal grant funding if they do not receive the waivers in a timely fashion. The delegation emphasized the fact that more than $4 million of projects are stalled. Kyle suggested seeking funding for those local projects elsewhere, perhaps bundling the projects together in a BUILD grant application. The delegation noted that these activities are not eligible for BUILD funding and that the San Joaquin Valley Regional Planning Agencies Policy Council does not have the legal, financial, or administrative ability to serve as an grant applicant or recipient on behalf of the MPOs of the Valley.

On the aviation fuel sales tax issue, Kyle said that the Congressman is supportive. He will follow up with the Federal Aviation Administration (FAA). Leader McCarthy also supports DERA, the Targeted Airshed Grant Program, and the Valley’s air quality priorities more broadly. Kyle McCarthy said the Congressman would support the Valley’s rail projects.

Kyle closed the meeting by providing an update on House Republican Leader McCarthy’s work on water issues. Like Congressman Nunes, the Minority Leader is working on a rewrite of regulations guiding the biological opinions for water projects and operations. He is advocating
for sufficient funding for California’s water projects in the 2020 *Water Resources Development Act (WRDA)*. On WRDA, he is specifically concerned about the inclusion of operational provisions in the bill that were omitted from the most recent WRDA bill.

3:30 p.m.  
**Senator Dianne Feinstein**  
331 Hart Senate Office Building

We closed the day with a brief meeting with Senator Dianne Feinstein and several of her legislative staff, including John Watts, Rishi Sigal, and Justin Scharin. Senator Feinstein joined us in the Capitol Visitors Center in between confirmation votes in the Senate. The Valley delegation took the opportunity to discuss the Veterans Boulevard project and thanked the Senator for her support. The Senator asked a number of technical questions regarding the grant application, and Robert Phipps from FresnoCOG said he would follow up with additional information. The delegation also advocated for the Central Valley Gateway Project in Tracy. Senator Feinstein said she would likely support the project but encouraged the delegation to lower the federal cost share if possible. The Senator then had to leave for votes shortly after arriving. We are glad to circle back with her office on your behalf.

**Thursday, September 12, 2019**

9:00 a.m.  
House Transportation and Infrastructure Committee  
Highways and Transit Subcommittee  
Professional Majority Staff  
Helena Zyblikewycz, Majority Staff  
2253 Rayburn House Office Building

We started the second day with a meeting with Helena Zyblikewycz of the House Transportation and Infrastructure Subcommittee on Highways and Transit. On the Buy America issue, Helena indicated that Chairman DeFazio will support waivers. Helena then discussed the Committee’s recent hearing on the Highway Trust Fund (HTF) and indicated that Committee Members are becoming more supportive of raising the gas tax to pay for infrastructure reform. However, the Chairman is opposed to tolling as a potential revenue stream. Regarding ATIA, Helena said the progress from the EPW Committee is a positive sign, but the lamented that the bill is expensive and it is not necessarily helpful to present the proposal without offering a revenue solution. Chairman DeFazio does not want to introduce a House infrastructure bill until the pay-for issue is resolved by the Ways and Means Committee. The Chairman approves of the air quality and climate provisions included in the EPW Committee bill put forward by Senate Republicans under Chairman John Barrasso’s direction. Helena closed the meeting by expressing optimism that lawmakers are beginning to understand that “we have to do something” on infrastructure and the consequences of inaction.
We then traveled to the U.S. Department of Transportation (DOT) for a meeting with several officials from the Office of Government Affairs under the Office of the Secretary (OST).

The Valley delegation opened the meeting by advocating for projects with pending BUILD applications. Sean Poole from DOT then outlined the BUILD process so far and next steps. 667 applications came in this year requesting nearly $10 billion in funding, and $950 million in funding is available. DOT is currently in the technical stage of the review process. Applications will receive a rating – last year, one quarter of applications received a Highly Recommended rating – and selected projects will advance to the Senior Review Team for consideration. From there, finalists will move to Secretary Chao for her consideration. DOT is required by statute to finish the review process by November 12, 2019. DOT staff advised the delegation to have their Members of Congress make phone calls on supported projects to Secretary Chao in mid- to late-October.

DOT staff then highlighted the Federal Railroad Administration (FRA)’s Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program as a possible revenue stream for Valley projects. FRA’s current priorities include reducing idling by freight and passenger trains and improving grade separations. DOT staff advised bundling projects to make applications more attractive. The Stockton Diamond Grade Separation could be well-suited for the CRISI Program.

The Valley delegation and DOT staff then engaged in an extensive discussion on Buy America issues. DOT staff stated firmly that there was no timeline on a resolution to this issue as a comprehensive internal review is currently underway. DOT also noted that a number of other groups have come to them with the same issue. They encouraged local officials to take the fact that there is no timeline into account when considering next steps for these projects. It may be appropriate to consider financing those projects through other potential revenue sources if a rescission is on the horizon.

DOT staff then provided an overview of the benefits of the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program. TIFIA credit assistance is a 30-year loan that provides a five year deferral on repayment following project construction completion. DOT will provide credit assistance to cover up to a third (33%) of total project costs for urban projects and up to 49% of total project costs for rural projects. The current interest rate for urban projects is 2.02 percent (as of Sept. 12, 2019). For rural projects, this rate can be cut in half. Recent rural loans were as low as 1.05% (as of Sept. 16, 2019). DOT will waive the application fee for project
sponsors. Projects may be bundled together, and the agency will consider projects with both urban and rural segments. DOT strives to be as flexible and customer-friendly as possible with billions of dollars available through TIFIA. The agency is also currently looking for a way to integrate Opportunity Zones into the program.

DOT staff closed the meeting by praising the Valley for its politically diverse and bipartisan priorities.

11:00 a.m. U.S. Environmental Protection Agency (EPA)
Office of Air and Radiation
Karl Simon, Director, Transportation and Climate Division
Larry Weinstock, Program Staff
Office of Air Quality Planning Standards
Josh Lewis, Director of Program Relations
Office of Intergovernmental Affairs
Jordan Pic, Special Advisor for Intergovernmental Affairs
Region IX
Matt Lakin, Acting Deputy Director
Brent Maier, Congressional and Intergovernmental Contact

Chair Mendoza began by introducing the group and providing background on the SJV Policy Council. He then turned over the discussion to Tom Jordan of the SJV Air Pollution Control District. Tom Jordan said hello and acknowledged he had met with Karl Simon many times in the past. He gave additional background, including that the SJV Air Pollution Control District includes all eight MPOs in the Valley, which are also represented in the Valley Voice delegation. He said they are awaiting approval from the EPA on their most recent air quality plan.

Tom Jordan then went on to discuss specific EPA programs. As it pertains to the Diesel Emissions Reduction Act (DERA) program, he said the air district “has done well with it in the past” and that they are engaged with Congress on reauthorization and appropriations for this program. As far as local funding, he shared that incentive programs are their main source. Tom also brought up the EPA Targeted Airshed program and how it has been oversubscribed the last few years. He added the program could be targeted better and how it is difficult to demonstrate conformity to various EPA non-attainment standards. The group urged the EPA to “better harmonize those standards” and that a lot of planning money is used to model/meet standards. On the Targeted Airshed Program, Karl said he heeded Tom’s advice on the program that was offered in the past regarding its scope.

As far as the Administration’s SAFER Vehicles rule currently under review at the White House Office of Management and Budget, Karl Simon said he is “well aware of the challenges the region faces.” He added he was in Fresno during a hearing related to the rule when it was first proposed. The EPA asserted that “no decisions have been made yet on timing and levels of
standards” and that “internal conversations continue.” He advised the group to refer to their general counsel’s letter shared last week.

Karl Simon then discussed a forthcoming truck rulemaking from EPA, which will apply to trucks or roughly 10,000 pounds and above. He shared they have yet to determine a proposal date and are still “collecting information.” They asked the group to provide feedback if they wish. Chair Mendoza inquired about outreach meetings in California regarding this potential rule and expressed he would like to be involved if such outreach is occurring or will in the future.

Finally, EPA staff mentioned their school bus rebate program and how they are looking to replicate this program for other sectors. They referenced agriculture, ports, and trucking as potential examples of other sectors and asked the group to circle back with any ideas.

1:00 p.m. White House State Leadership Day

The Valley Voice concluded their activities by attending an event hosted by the White House Office of Intergovernmental Affairs. This off-the-record event was for local elected officials only, with the COG Executive Directors attending in support of the Policy Council. A copy of the agenda provided by the White House is included below for your reference.

1:00 - 5:00 p.m. White House State Leadership Day
Arizona, California, Colorado, Hawaii, Nevada, New Mexico, Utah

Land Management Panel

Chris French
Acting Deputy Chief, National Forest System
U.S. Department of Agriculture

Ryan Hambleton
Principal Deputy Assistant Secretary for Fish, Wildlife & Parks,
Department of the Interior

Casey Hammond
Principal Deputy Assistant Secretary for Land and Minerals Management,
Bureau of Land Management, Department of Interior

Karen Budd-Falen
Deputy Solicitor for Parks and Wildlife,
Department of Interior

Special Guest
Vice President Mike Pence
*Vice President of the United States*

*Remarks*

Doug Benevento
*Associate Deputy Administrator, Environmental Protection Agency*

John Melle
*Assistant U.S. Trade Representative for the Western Hemisphere, United States Trade Representative*

Kendel Ehrlich
*Deputy Director, Office of National Drug Control Policy*

*Community Revitalization Panel*

Derek Kan
*Executive Associate Director, Office of Management and Budget*

Loren Smith
*Senior Advisor, Office of Policy, U.S. Department of Transportation*

Kristi Boswell
*Policy Advisor, Office of American Innovation*

Larry Jackson
*Program Advisor to the Assistant Secretary, U.S. Department of Housing and Urban Development*

*Remarks*

Secretary David Bernhardt
*Department of the Interior*

Please let us know if we can connect you with any of these Administration officials or the White House Office of Intergovernmental Affairs. We are also glad to provide assistance with any follow up items stemming from your discussions with Congress or the federal agencies. Please let us know how we can help.
Thank you for the opportunity to support the San Joaquin Valley Regional Planning Agencies Policy Council. Our team appreciates having the chance to help your member agencies advance key regional priorities. We enjoyed our time spent with the Valley Voice delegation during your annual trip to Washington, DC.
8. **Caltrans Directors’ Report**

S. Ehler/D. McElhinney

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

9. **California High Speed Rail**

D. Gomez

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

10. **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.

11. **Rural Transit Alternatives (Valley Go and Valley Flex)**

M. Sigala

- Valley Go/MioCar – The initial round of ten EV charging stations in six affordable housing communities have been installed in Tulare and Kern Counties. An additional 7 chargers were installed in the months of September and October, utilizing two additional affordable housing communities.
- 26 electric vehicles have been purchased and delivered, and one car purchase is pending. The user software development is complete and user registrations are ongoing. There are currently 115 active users for MioCar, with several applications pending. A press event with ARB, the Air District and project partners was held on November 1, 2019 in Wasco.
- Valley Flex/Vamos Mobility - Development of the Valley Flex software is complete. The free smartphone app "Vamos Mobility" is now downloadable for users to find the best transit options in and around San Joaquin and Stanislaus counties. Outreach for Vamos Mobility is ongoing. A volunteer ride-sharing service (VoGo) led by Move Stanislaus is currently being tested and will eventually be integrated into the Vamos Mobility app. Four volunteer drivers have been recruited and trained.
- UC Davis is leading the effort to secure additional funding from the Federal Transit Administration and the Department of Energy for additional funding to support and expand both programs. The Department of Energy notified the team in August that $750,000 in additional funding was secured.
- CARB has requested a funding proposal to continue the Valley Go and Valley Flex for one more year. The project team is working on this additional funding proposal.
- All Major work efforts are posted on the sjcog’s website: [http://sjvcogs.org/rural-transit-needs-related-projects/](http://sjvcogs.org/rural-transit-needs-related-projects/)

12. **California Partnership for the San Joaquin Valley**

F. Cardoza

Frida Cardoza, Community and Regional Planning Center Coordinator, may be in attendance to provide an update and answer any questions.