



Meeting Agenda

Friday, August 24, 2018

Time: 10:00 a.m.

THIS IS A PHONE CONFERENCE MEETING

Teleconference Number: 1-515-739-1015

Participant Code: 432-600-639

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Mendoza

B. APPROVE JUNE 22, 2018 MEETING MINUTES

Chair Mendoza



C. DISCUSSION/ACTION ITEMS

1. Valley Voice D.C. 2018 (Sep 12 & 13)

a. Review Regional Priorities Summary,
Speaker Assignments, and Fact Sheets

Michael Sigala



b. Discuss Itinerary and Trip Logistics

Jen Covino



2. Transportation Funding


Discuss and Consider adopting Resolution
No. 082418 to oppose Proposition 6


Chair Mendoza





D. 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 Item above.

 (559) 266-6222

 (559) 314-6015

 2035 Tulare Street, Suite 201
Fresno, CA 93721

 <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



ITEM B

Meeting Minutes

Friday, June 22, 2018


Time: 10:00 a.m.


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


Meeting Attendees:


| MEMBER | MPO/COG | TITLE | JURISDICTION |
|----------------------------|------------------|------------------------|---------------------|
| Amarpreet Dhaliwal (phone) | Fresno COG | Mayor | City of San Joaquin |
| Gary Yep (phone) | Fresno COG | Mayor Pro Tem | City of Kerman |
| Cheryl Wegman (phone) | Kern COG | Mayor | City of Wasco |
| Andrew Medellin (phone) | MCTC | Mayor | City of Madera |
| Waseem Hameed (phone) | MCTC | Councilmember | City of Chowchilla |
| Mike Villalta (phone) | MCAG | Mayor | City of Los Banos |
| Daron McDaniel (phone) | MCAG | Supervisor | Merced County |
| Elbert Holman (phone) | SJ COG | Vice Mayor | City of Stockton |
| Chuck Winn (phone) | SJ COG | Supervisor | San Joaquin County |
| Vito Chiesa (phone) | StanCOG | Supervisor | Stanislaus County |
| Bill Zoslocki | StanCOG | Councilmember | Stanislaus County |
| Rudy Mendoza - Chair | TCAG | Mayor | City of Woodlake |
| Linda Launer | TCAG | Councilmember | City of Dinuba |
| Tom Jordon (phone) | SJV Air District | Senior Policy Director | SJVAPCD |

Please see Appendix A for a list of other attendees

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Governments

A. CALL TO ORDER AND INTRODUCTIONS

Chair Mendoza

B. APPROVAL OF MINUTES

December 14, 2017 Regional Policy Council Meeting

First Motion: Vito Chiesa

Second Motion: Bill Zoslocki

No Nays

Motioned Carried

C. DISCUSSION/ACTION ITEMS

1. Guest Speaker, California Transportation Commissioner Paul Van Konynenburg

Mr. Paul Van Konynenburg briefly discussed the significance of AB 2734, noting the bill would restore the way the Commission was originally established and it would clarify the Commission's roles and responsibilities.

Mr. Konynenburg noted an upcoming CTC/CARB joint meeting. He emphasized on the importance of educating CARB and the EJ community of the role of the San Joaquin Valley MPOs and mentioned the EJ community is circulating two recently prepared papers. Mr. Konynenburg commented on the use of Cal Enviroscreen and stressed protecting this tool for determining disadvantage communities in California. He noted the CTC is responsible for adopting Regional Transportation Plan Guidelines. As for the Interregional Transportation Strategic Plan (ITSP), this is a Caltrans document that provides guidance for the identification and prioritization of improvements to be funded in the ITIP. Mr. Konynenburg addressed major SB 1 funding opportunities including the Trade Corridor Enhancement Program and the Solutions for Congested Corridors. The Commission and Caltrans will be hosting two workshops July 16, in Sacramento and July 20, in the LA Metro offices. Mr. Konynenburg noted the Local Partnership Program Project workshops, Local Streets and Roads Program, TIGER (BUILD Program) and cycle 4 of the Active Transportation Program. There were comments from the policy council and further discussion ensued.

2. Valley Voice D.C 2018 (Sep 12 & 13)

Michael Sigala

a. Discuss and Approve Priority Legislative Items

Mr. Michael Sigala gave an introduction to each priority listed in the platform for the D.C. trip. The list is separated by two tiers of suggested priorities. The top tier priorities include: (1) Funding for Major Regional San Joaquin Valley Goods Movement Projects. The Madera SR 99 project may be the only major regional project that is ready and will be the main topic at the DOT meeting. (2) White House Plan Infrastructure Plan. This plan is a moving target until September and the current transportation bill is good thru 2020. (3) Air Quality- comprised of reductions in Emission Sources under Federal Control and Clean Air Act Modernization. Tom Jordan suggested concentrating discussions on the Diesel Emission Reduction Act and Targeted Airshed Program. (4) San Joaquin Passenger Rail- Dan Leavitt noted additional funds are needed for the ACE service for the extension from Ceres down to Turlock, Livingston to Atwater and Merced. BUILD and INFRA applications are pending for the next round. Jennifer Covino followed discussions with current perspectives from D.C.

Mr. Sigala briefly reviewed the second-tier priority topics which include: (1) Regional Transportation Plan cycle amendment, (2) Buy America Waivers, (3) Aviation Fuel Sales Tax, (4) Farm to Market and (5) Challenges to MPO Structure. Mr. Chair Rudy Mendoza suggested including water into the discussion topic platform. Jennifer commented on setting separate subcommittee meetings.

There was a motion to approve the priority legislative items platform as is.

First Motion: Daron McDaniel
Second Motion: Bill Zoslocki
No Nays
Motioned Carried

b. Discuss Itinerary

This discussion was pushed back to July 20, 2018.

3. SB1 Funded Projects

Ted Smalley

Approve Letter from the Regional Policy Council

Mr. Michael Sigala reviewed a draft letter to CTC and Caltrans thanking them for the recent \$105.8 million funding awards to transportation projects in the San Joaquin Valley.

There was a motion to approve to send letter as stated.

First Motion: Bill Zoslocki
Second Motion: Linda Launer
No Nays
Motioned Carried

Mr. Sigala noted the Madera SR 99 project will be submitting a BUILD application and they asked for a letter of support from both the directors and Policy Council.

There was a motion to approve Michael Sigala writing and sending out a letter of support in behalf of the Policy Council.

First Motion: Amarpreet Dhaliwal
Second Motion: Daron McDaniel
No Nays
Motioned Carried

4. Valleywide Overall Work Program FY 2018-19

Michael Sigala

Review and Consider Approving

Mr. Michael Sigala gave a brief overview of the Valleywide Overall Work Program (OWP) for FY 2018-2019. The OWP identifies who the members are, details all major activities and task for the coming year such as funding of major highways, goods movement, air quality, Valley Voice trips, incoming director's chair for next year, delivery of the annual policy conference which will be in Madera County in 2019, and provides a summary budget of all the coordinated activities that each MPO participates in. Mr. Sigala noted for the next fiscal year, the MPOs have identified to fund \$350k towards the valleywide OWP.

There was a motion to approve the Valleywide Overall Work Program for Fiscal Year 2018-2019.

First Motion: Gary Yep
Second Motion: Vito Chiesa
No Nays
Motioned Carried

5. San Joaquin Valley Passenger Rail

Dan Leavitt

Update and Discussion

Mr. Dan Leavitt noted the Valley Rail Program was awarded \$500.5 million and will be implemented in the next several years. Mr. Leavitt presented to the Policy Council a new component from San Joaquin Valley to Sacramento and a new line from Stockton to Sacramento called the Sacramento Subdivision. Currently there are two daily round trips from the San Joaquin Valley to Sacramento and in the next five years, they are looking to increase to nine daily round trips. The environmental impact report is out for comment. The environmental document from Stockton to Sacramento is expected to be out before the end of the year. There were a few comments and further discussion ensued.

6. FY 2018-19 Meeting Calendar

Michael Sigala

Approve Letter from the Regional Policy Council

Mr. Michael Sigala briefly reviewed the calendar outlining the dates for the upcoming meetings, policy conference and trips. In preparation to Valley Voice D.C., two meetings will be held July 20 and August 24. A joint meeting with the California Partnership for San Joaquin Valley December 7 and noted it may move to January.

There was a motion to approve the Meeting Calendar FY 2018-2019.

First Motion: Bill Zoslocki
Second Motion: Linda Launer
No Nays
Motioned Carried

D. INFORMATIONAL ITEMS

1. 2018 Annual Policy Conference

Rosa Park

Mrs. Rosa Park noted a successful conference with many in attendance and thanked the Policy Council for their support. The next policy conference will be hosted in Madera.

2. SB 375 Green House Gas Target Update

Ryan Niblock

Mr. Ryan Niblock gave an update on the GHG target and noted that new targets were established in March for next round. ARB board expressed desire of creating new methods for evaluating. ARB is hosting a public workshop Monday, June 25 in Fresno.

3. Rural Transit Alternatives Study/ARB Grant

Michael Sigala

Mr. Michael Sigala noted the Valley has been awarded \$2.2 million from ARB for the implementation of pilot projects identified in the previously funded Caltrans planning grant. This work effort is set to be underway in July 2018. The conceptual programs include: carsharing and ridesourcing in affordable housing complexes in the south valley, and a technology platform for enhance service in the north valley.

4. San Joaquin Valley Goods Movement Planning Studies

Michael Sigala

Mr. Michael Sigala directed the board to San Joaquin Valley COG website for information.

5. California Partnership for the San Joaquin Valley

Ismael Herrera

No update provided at this time

D. OTHER ITEMS

1. Executive Directors' Report

Tony Boren

Mr. Tony Boren noted Rosa Park will be taking over as chair.

2. Policy Council Member Comments

Mr. Bill Zoslocki gave a brief overview of a Federal Highway Administration Program Innovations Program, and asked the directors to consider this application.

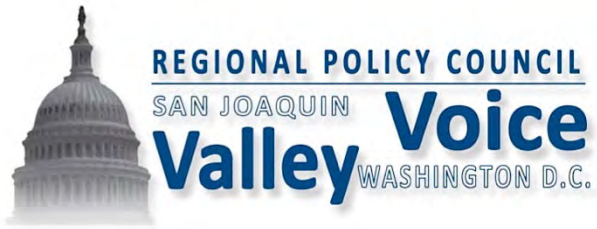
E. PUBLIC COMMENT

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 Item above

No comments.

Appendix A: Other Meeting Attendees

| In Attendance: | |
|----------------------|--------------------------------|
| Individual(s) | Organization |
| Michael Sigala | SJV Coordinator |
| Tony Boren | Fresno COG |
| Terry King | KCAG |
| Ryan Niblock | SJCOG |
| Rosa Park | StanCOG |
| Sandy Ebersole | MCTC |
| Dan Leavitt | San Joaquin Rail Authority |
| Paul Van Konynenburg | Ca Transportation Commissioner |
| Andy Chesley | SJ COG |
| Ted Smalley | TCAG |
| Ahron Hakimi | Kern COG |



Washington D.C.

REGIONAL PRIORITIES SUMMARY

September 12 & 13, 2018

BRINGING TOGETHER THE
8 COUNTIES
OF THE
San Joaquin Valley



Washington D.C.

REGIONAL PRIORITIES SUMMARY



Table of Contents

About California's San Joaquin Valley 1

Priority Advocacy Items

Funding for Major Regional San Joaquin Valley

Goods Movement Projects 2

Transportation Policy 3

Air Quality Funding 4

San Joaquin Passenger Rail 5

2018 Valley Voice Delegation 6





About California’s San Joaquin Valley

California’s San Joaquin Valley is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern) and 62 cities. It lies between the Sierra Nevada mountain range to the east, the Tehachapi mountains to the south, the coastal ranges to the west and the Sacramento Valley to the north. ***The San Joaquin Valley is an agricultural based economy and provides 25 percent of the nation’s food supply.***

State Route 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. Due to its location in the center of the state, the Valley contains major transportation corridors for goods movement in California, and throughout the United States. ***Over 500 million tons of commodities are transported in the San Joaquin Valley annually; projected to increase to 800 million tons by 2040.***

The Valley is currently home to more than four million people, which is about 10% of the state’s population. However, by 2050, it is estimated that the region will be home to more than a quarter of all Californians. These growth projections promise to challenge an already stressed regional transportation network, but also provide tremendous opportunity for state and federal investments.

San Joaquin Valley Regional Policy Council



The San Joaquin Valley Regional Policy Council was established to provide leadership on important regional issues, and is a partnership that exemplifies the regional transportation planning agencies’ commitment to collaboration. The Policy Council consists of two elected officials from each of the eight regional planning agencies’ policy boards, and the Executive Director of the San Joaquin Valley Air Pollution Control District.

Valley Voice is the Policy Council’s advocacy program that communicates the region’s priorities to policy makers and agency staff in Sacramento and Washington, DC.

The San Joaquin Valley Regional Policy Council is led by Chair Rudy Mendoza, Mayor of the City of Woodlake, Tulare County.



Funding for Major Regional San Joaquin Valley Goods Movement Projects

The San Joaquin Valley is a major generator of economic activity within California. Its dominant industries include agriculture, food production, energy and construction, among many others. As a growing and diversified region, the Valley depends on an efficient goods movement system for its long-term economic success and to safely move resources out of the Valley and on to the rest of the nation.

The San Joaquin Valley Regional Policy Council supports the following major highway projects currently seeking federal funding:

- **State Route 99 in Madera County (Avenues 12-17)**
 - 8 miles of capacity improvements through the City of Madera
 - Seeking \$15 million in 2018 BUILD funding
- **State Route 46 in Kern County**
 - 5.3 miles of capacity improvements near Interstate 5
 - Seeking \$17.5 million in 2018 BUILD funding (rural)
- **Veterans Boulevard in Fresno County**
 - Six lane arterial, interchange at SR 99, and Union Pacific and High Speed Rail grade separations
 - Seeking \$23 million in 2018 BUILD funding

San Joaquin Valley Goods Movement Facts

- Twenty-five Percent of all food in the United States comes from the San Joaquin Valley.
- Over 500 million tons of commodities are transported in the San Joaquin Valley annually; projected to increase to 800 million tons by 2040.
- Trucks are the dominant mode and account for 92 percent of all freight movement.
- State Route 99 and Interstate 5 serve as the backbone to our goods movement system and have higher than average truck percentage volumes. State Route 99 and Interstate 5 are on the National Primary Freight Network.
- Lack of capacity for both State Route 99 and Interstate 5 results in congestion, fatal accidents and poor air quality.
- Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries. This percentage is higher than goods movement related employment in all other regions of California.

REQUEST SUMMARY

Support major San Joaquin Valley Goods Movement projects currently seeking FAST Act funding including BUILD, INFRA and other federal funding.

CONTACT

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Transportation Policy



FAST Act, Chairman Shuster's Infrastructure Proposal, the White House Infrastructure Plan, and the next Surface Transportation Bill, innately impact the ability to plan and delivery projects in our region. The San Joaquin Valley Regional Policy Council supports the following administrative and legislative federal proposals:

Regional Transportation Plan Pilot Program for Adoption Cycles

We support a pilot program for flexibility in the RTP cycle from every four years to up to ten years. Such a change allows MPOs to more reasonably accommodate the costs associated with a new RTP. The pilot adoption program would ideally be synced with the RTP adoption cycle in California.

Request: Implement a Pilot RTP Adoption Cycle Program

Farm to Market Pilot Program for Road Maintenance

The dairy industry in the San Joaquin Valley transports products off site every day, causing significant strain on frequently traveled roadways and accelerating pavement degradation. Tulare and Merced counties are the top two dairy producing counties in the state, accounting for a combined 43% of California's dairy production.

Request: The SJV transportation planning agencies will work with the Congressional Agriculture Committees and USDA to develop a pilot program concept for inclusion in the next transportation bill.

Buy America Waivers

The Buy American Act requires that steel, iron and manufactured goods used for a federal project are produced domestically within the United States. If the Buy America waivers are not approved in time for FHWA or FTA set deadlines, the grant recipients must forfeit the award and are unable to leverage federal funding toward their projects.

Request: Make timely determinations for SJV Buy America Waiver Requests, and or amend the program to be less onerous.

MPO Flexibility and Decision Making Authority

Regional planning and programming is the cornerstone of an innovative and successful national transportation system.

Request: Support the role of MPO's in the decision-making process, find ways to improve flexibility in how they conduct business, and avoid any legislation that would transfer their powers to the state or federal government.

Infrastructure Plan

The San Joaquin Valley Regional Policy Council supports the extension of the FAST Act policy and funding for one year, supports increased funding for BUILD and INFRA, and supports innovative financing and accelerated project delivery as included in the infrastructure proposals by the White House and House Transportation and Infrastructure Committee Chairman Bill Shuster. We support addressing the long-term solvency of the Highway Trust Fund. The San Joaquin Valley Regional Policy Council does not support policies that rely solely on new, innovative financing opportunities that are inaccessible to the communities of the Valley or policies that favor greater non-federal cost share/local match requirements for projects of national or regional significance.

REQUEST SUMMARY

Support administrative and legislative policy changes that enhance transportation planning and programming for the San Joaquin Valley. See each request to the right.

CONTACT

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Air Quality Funding

The San Joaquin Valley faces significant air quality challenges and is designated as an “Extreme” non-attainment area for ozone and is non-attainment for the 1997, 2006, and 2012 fine particulate (PM2.5) standards. The key precursor for both ozone and PM2.5 formation in the Valley is oxides of nitrogen (NOx). Approximately 85% of the Valley’s NOx emissions are generated by mobile sources which fall under state and federal regulatory authority. The San Joaquin Valley has been a leader and pioneer in the utilization of incentive grants to achieve voluntary emissions reductions from mobile sources.

These grants have helped thousands of agriculture, trucking and other businesses in the San Joaquin Valley acquire new, low-emitting trucks, tractors, and other equipment, spurring major local investment in new equipment that would otherwise not be occurring. Much of that equipment is manufactured in the United States, spurring the national economy. Simultaneously, these grants reduce the economic impact of traditional command and control programs used to reduce emissions. However, these grants are only possible by continued local, state, and federal investment and support.

Over the past year, the San Joaquin Valley has been successful at procuring a little over \$300 million in state and local funding for incentive based programs and approximately \$16 million in federal funding.

The San Joaquin Valley Regional Policy Council supports increasing federal funding for incentive based programs. In particular, the Policy Council supports:

Targeted Airshed Program: Targeted Airshed Grants support local clean air projects in areas, like the San Joaquin Valley, facing the highest levels of ground-level ozone and particulate matter. **For fiscal year 18, \$40 million was appropriated for the Targeted Airshed Program. The Regional Policy Council supports increasing this appropriation to \$55 million for fiscal year 19.** Additionally, since the enactment of the Targeted Airshed Program the number of areas receiving grants has increased. The Regional Policy Council would like to see the program refocused to areas, like the San Joaquin Valley, that face the toughest air quality challenges in the nation.

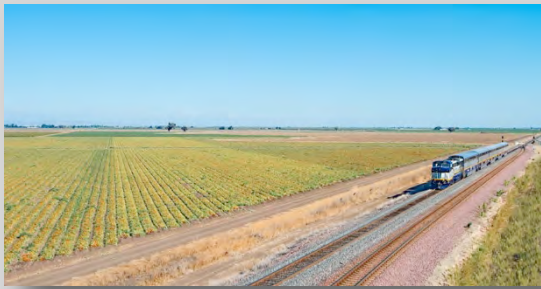
Diesel Emissions Reduction Act (DERA): DERA provides grants to eligible entities for projects that reduce emissions from existing diesel engines. **For fiscal year 18, \$75 million was appropriated for the DERA program. The Regional Policy Council supports increasing this appropriation to \$100 million for fiscal year 19.**

REQUEST SUMMARY

- Refocus Targeted Airshed Program on extreme non-attainment areas, and increase the funding amount.
- Increase funding for Diesel Emission Reduction Act.

CONTACT

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San Joaquin Passenger Rail

To enhance commuter and intercity rail service and to promote greater transit connectivity between the San Joaquin Valley and the San Francisco Bay Area, SJRRC is proposing to expand ACE service to Ceres and Merced. The ACE Extension contains both Phase I and Phase II improvements:

Phase I (Lathrop to Ceres), constructing and upgrading tracks within the existing Union Pacific Railroad (UPRR) Fresno Subdivision right-of-way (ROW), approximately 24 miles. New stations and operating facilities would be constructed in the Lathrop area and along the extension alignment.

Phase II (Ceres to Merced), constructing and upgrading tracks within the existing UPRR Fresno Subdivision ROW, a distance of approximately 34 miles. New stations and operating facilities would be constructed along the extension alignment.

To help achieve these improvements, INFRA, BUILD and CRISI federal funds are currently being pursued for the Stockton Diamond project and Austin Road Overcrossing:

- The **“Stockton Diamond”** project (pending \$25M INFRA and \$25M BUILD grant) consists of grade separating the BNSF Stockton Subdivision and UPRR Fresno Subdivision. Both Subdivisions are very active and major connectors of both freight and passenger services between the greater San Joaquin Valley, Sacramento Valley and the Bay Area.
- The **Austin Road Overcrossing** project (pending \$5M CRISI grant) will construct a new overcrossing at Austin Road in Manteca, near State Route (SR) 99, eliminating the existing at-grade railroad crossing. This project is part of the larger SR 99/120 Connector Project and will help to improve safety for motorists, passenger rail, and freight rail.

The San Joaquin Regional Policy Council fully supports extending and increasing passenger rail service throughout the region.

REQUEST SUMMARY

Support funding and expansion of services of ACE to Merced (BUILD, INFRA and CRISI applications pending).

CONTACT

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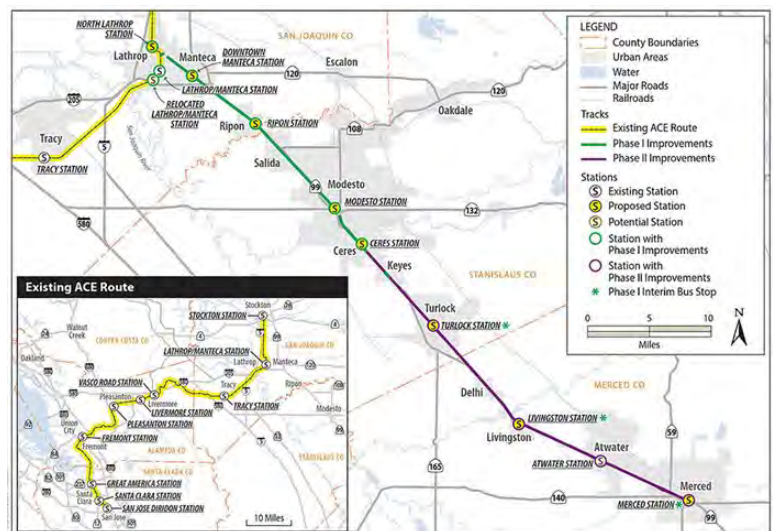


Figure 1
Project Location Map
ACE Extension Lathrop to Ceres/Merced

2018 Valley Voice Delegation

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2018 Valley Voice Delegation

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VALLEYWIDE COORDINATOR

Michael Sigala, Principal, Sigala Inc.

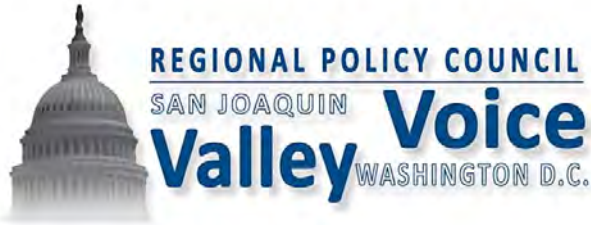
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Draft



Washington D.C.

SPEAKING ASSIGNMENTS

September 12 & 13, 2018



Funding for Major Regional San Joaquin Valley Goods Movement Projects

Mayor Andrew Medellin, City of Madera

Mayor Amarpreet Dhaliwal, City of San Joaquin

Mayor Cheryl Wegman, City of Wasco

State Route 99 Madera

Veteran Blvd. Fresno

State Route 46 Kern

Transportation Policy

Mayor Cheryl Wegman, City of Wasco

Mayor Rudy Mendoza, City of Woodlake

Mayor Andrew Medellin, City of Madera

Mayor Pro Tem Gary Yep, City of Kerman

Supervisor Kuyler Crocker, Tulare County

Councilmember Bill Zoslocki, City of Modesto

Regional Transportation Plan Pilot Program

Farm to Market Pilot Program

Buy America Waivers

MPO Flexibility

White House Infrastructure Plan/Shuster's Proposal

Back Up Speaker

Air Quality Funding

Tom Jordan, SJVAPCD

Mayor David Ayers, City of Hanford

Mayor Amarpreet Dhaliwal, City of San Joaquin

San Joaquin Passenger Rail

Supervisor Daron McDaniel, Merced County

Supervisor Vito Chiesa, Stanislaus County

Vice Mayor Elbert Holman, City of Stockton

Madera County California State Route 99 Widening Segment Avenue 12 to Avenue 17

BUILD Fact Sheet

Valley Voice

Federal Program: FHWA program Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.

Lead Applicant: Madera County Transportation Commission

Avenue 12 to Avenue 17 Project Partners: ♦ Madera County Transportation Commission ♦ Caltrans

Project Location: The Madera County SR 99 Widening project runs the 8-mile commercial corridor in the heart of the City of Madera. This is the busiest segment of SR 99 in Madera County and it is also one of the few remaining four-lane sections of the Golden State Highway through the San Joaquin Valley.

Project Description: The widening of SR 99 from four-lanes to six-lanes will be accomplished by adding a lane each direction, primarily within the existing median in both the northbound and southbound direction of travel.

Project Benefits: SR 99, located near the geographic center of the San Joaquin Valley, is crucial to the economic vitality of the Central Valley of California. This route is heavily used by international shippers, commuters and recreational travelers. Approximately half of California's goods movement passes through the San Joaquin Valley to reach destinations at multiple ports, major urban centers within California, other states, and other countries. The project increases overall safety and the efficiency of the movement of people and goods, reduces cost of doing business, and improves local and regional freight connectivity to the national and global economy. Additional information about this application may be found on MCTC's website at: <http://www.maderactc.org/build/>

California Freight Network – SR 99 Project Map



Project Funding:

| PHASE | Local Measure T | State | BUILD | TOTAL |
|------------|-----------------|--------------|--------------|--------------|
| All Phases | \$4,850,000 | \$69,545,000 | \$15,000,000 | \$89,359,000 |

Project Readiness: The Madera County SR 99 Widening environmental clearance is in place, the matching funds secured, and the project is ready for construction when awarded BUILD funding.

With BUILD funding the following improvements will be seen:

- ♦ **Safety:** The total accident rate baseline is 0.95 per million vehicle miles travelled and will be reduced to 0.65 upon completion.
- ♦ **Economic Benefits:** Passenger Benefits of \$234.2 million and Freight Benefits of \$120.8 million.
- ♦ **Quality of Life:** Improve the quality of life for citizens who travel on SR 99 by reducing their time on the road, providing a more efficient route to move goods, and ensuring safe infrastructure for the region.
- ♦ **Innovative Technology:** In addition to the utilization of an innovative concrete product, Traffic Monitoring Stations will be installed that will enable real-time monitoring of traffic conditions and provide data for the operation and management of SR 99.
- ♦ **State of Good Repair:** Rebuilding this segment of SR 99 will ensure the 40-year life expectancy of the new concrete pavement.



Kern County California State Route 46 Widening Segment 4B BUILD Fact Sheet Valley Voice

Federal Program: FHWA program Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.
\$17.5 Million Request from BUILD.

Lead Applicant: Kern COG

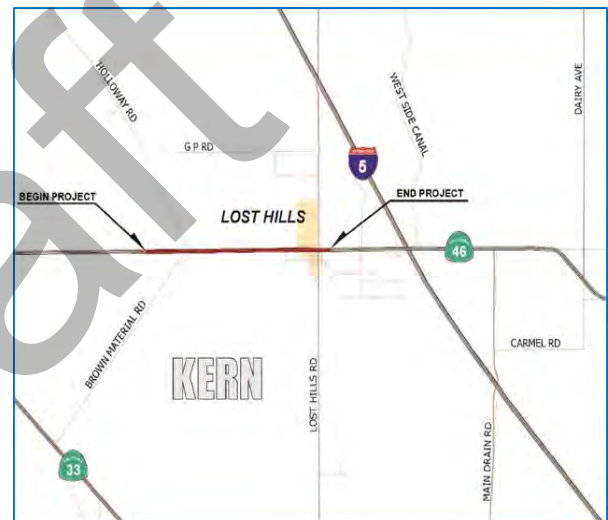
Segment 4B Project Partners: ♦ Kern COG ♦ Caltrans ♦ County of Kern

Project Location: BUILD 46 is located within the west side of Kern County in and near the small-unincorporated community of Lost Hills (population 3,937), connecting I-5 in the Central Valley and U.S. 101 and points along the West Coast of California.

Project Description: Widen a rural 5.3-mile segment of 2-lane conventional highway to a 4-lane highway and make intersection improvements in Lost Hills, CA. This is the final segment in a 33-mile long corridor widening project.

Project Benefits: Locally, BUILD 46 improves safety and connectivity for the rural disadvantaged community of Lost Hills. Regionally, BUILD 46 provides improvement for Kern region commuters to jobs in agriculture and energy. Inter-regionally, Build 46 connects to the National Freight Highway System at I-5 and allows for safe and efficient movement of commodities from one of the highest producing counties in the United States. Nationally, BUILD 46 completes the widening of a U.S. Department of Defense and Department of Transportation designated Strategic Highway Corridor Network, deemed essential to national defense for facilitating movement of troops and equipment to airports, ports, rail lines and military bases.

BUILD 46 PROJECT MAP



Project Funding:

| PHASE | HPP TEA-21 | STIP | BUILD | TOTAL |
|--------------|-------------|--------------|--------------|--------------|
| Construction | \$7,400,000 | \$10,100,000 | \$17,500,000 | \$35,000,000 |

Project Readiness: The BUILD 46 environmental clearance is in place, the matching funds identified, and the project is in design phase, advancing the construction phase from February 2022 to March 2021 when awarded BUILD funding.

With BUILD funding the following improvements will be seen:

- ♦ **Safety:** The Fatality Index at Baseline is 1.718 per million vehicle miles travelled drops to 0.014.
- ♦ **Economic Benefits:** Passenger Benefits of \$95.6 million and Freight Benefits of \$28.7 million
- ♦ **Quality of Life:** North-south connectivity and turn-lanes on SR 46 will improve safety for the residents commuters in and around Lost Hills
- ♦ **Innovative Technology:** Lane lines will be six-inches wide, which are readable by autonomous vehicles
- ♦ **State of Good Repair:** The project segment is 28% stressed and will restore the 20-year life expectancy of the new pavement.

City of Fresno Veterans Boulevard BUILD Fact Sheet Valley Voice

Federal Program: FHWA program Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.
\$23 Million Request from BUILD.

Lead Applicant: Fresno COG

Project Partners: ♦ Fresno COG ♦ City of Fresno

Project Location: This project is located on the west side of the City of Fresno.

Project Description: This project includes the construction of Veterans Boulevard, a 6-lane arterial extending from Herndon Avenue to Shaw Avenue. An interchange at State Route 99, grade separations over the Union Pacific Railroad/California High Speed Rail tracks and realigned Golden State Boulevard, along with improvements to ancillary connecting streets are included in the project.

The overall project will be divided into four construction phases:

- ♦ **Phase 1** will extend Bullard Avenue to its connection with Veterans Boulevard.
- ♦ **Phase 2** will construct a grade separation over the UPRR/CHSRA tracks and abandon Carnegie Avenue from Bullard Avenue to the existing Golden State Boulevard.
- ♦ **Phase 3** will construct the State Route 99 interchange and grade separation over the realigned Golden State Boulevard.
- ♦ **Phases 4&5** will extend Veterans Boulevard to the connections with Herndon Avenue to the north and Shaw Avenue to the south and construct a class I trail.



Vicinity Map

Project Benefits: Constructing Veterans Boulevard will provide a connecting arterial in northwest Fresno which will improve traffic flow, facilitate pedestrian movements and support economic development in the area.

Project Funding:

Funding by Phase

| | |
|--|------------------------|
| Plans & Specifications – 100% funded | \$11.6 M |
| Design & Right-of-Way – 100% funded | \$22.8 M |
| Construction – 80% funded | \$116.7 M |
| | \$151.1 Million |

Construction Funding Identified

| | |
|--|-----------------------|
| Measure "C" | \$45,039,000 |
| Calif. High Speed Rail Authority | \$28,000,000 |
| City of Fresno Fees | \$6,054,000 |
| STIP | \$14,616,000 |
| | \$93.7 Million |

Total Unfunded Construction Costs **\$23 Million**

Project Schedule:

Right of Way **Completed**

Design

Phases 1-2 **Completed**
Phases 3-5 Summer 2018

Construction

Phases 1..... July 2018 – January 2019
Phases 2..... Aug 2019 – Aug 2020
Phases 3-5 May 2020 – Dec 2021

FACT SHEET

REGIONAL TRANSPORTATION PLAN CYCLE

REQUEST:

Support legislation authorizing a Pilot Program for MPOs to update Regional Transportation Plans from every four years to up to every ten years.

BACKGROUND:

Under Title 23 U.S.C. Section 134(i)(1)(B), metropolitan planning organizations (MPOs) are required to update or produce a new Regional Transportation Plan (RTP) every four years. The RTP is a long-range, 20-year-plus master plan for the transportation network in a given region that includes a listing of all projects anticipated to receive federal funding.

RTPs are inextricably tied to the decennial U.S. Census by virtue of population forecasting. A time cycle that captures the most up-to-date Census data is a logical and reasonable extension of the planning process. Right now, the RTP routinely overlaps with the shorter-range Federal Transportation Improvement Program. The RTP is intended as a long-range document. This proposal would truly make it one.



The San Joaquin Valley Regional Policy Council endorses flexibility in the RTP cycle, not a mandate of a 10-year timeframe. Those MPOs whose circumstances dictate updating or developing new RTPs on a more frequent basis should certainly be allowed to do so.

Such a change also allows MPOs to more reasonably accommodate the costs associated with a new RTP. Under the four-year cycle, federal planning grants do not cover the costly transportation and air quality modeling expenses required to produce the document. Legal costs alone can inflate the budget by as much as 50 percent per cycle. Additional state and local funding must be used to cover these expenses.

Nationwide, as much as \$80 million annually, or \$320 million over a four-year cycle, could be redirected to additional planning work that MPOs are not able to address now or to programming additional infrastructure projects using state and locally generated funds.

The SJV Policy Council requests that Congress consider legislation to adjust this unnecessary and costly regulation. By allowing MPOs flexibility in producing their RTPs, the federal government stands to have better data while saving potentially tens of millions of dollars each year.

CONTACT:

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FACT SHEET

FARM-TO-MARKET ROUTES

REQUEST:

Working with Congressional Ag 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 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.

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.

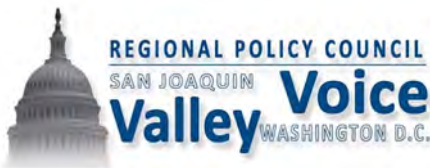


SOLUTION:

The San Joaquin Valley transportation planning agencies will work with the Congressional Agriculture Committees 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.

CONTACT:

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FACT SHEET: BUY AMERICA WAIVERS

REQUEST:

Expedite the Federal Transit Administration and Federal Highway Administration review and approval of Buy America waiver requests in the San Joaquin Valley.

BACKGROUND:

The Buy American provision requires that federal tax dollars used to purchase steel, iron, and manufactured goods (including rolling stock purchases and capital leases) in a project are produced domestically in the United States. Necessary component of fleet vehicles or construction materials such as the bristles on a street cleaning truck are often unable to be manufactured domestically due to the production costs or resource availability. Therefore, recipients of FHWA and FTA grants to purchase certain vehicles or materials must complete a Buy American waiver to receive funds.

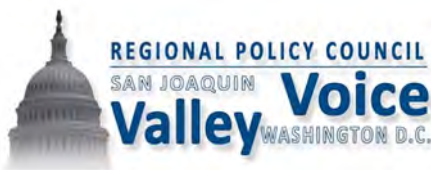


SUMMARY:

If the Buy America waivers are not reviewed or approved in time for FHWA or FTA aware deadlines, the grant recipients must forfeit the award and are unable to leverage federal funding toward their project. We request that the FHWA and FTA review the Buy America waiver requests that have been submitted from the San Joaquin Valley this fiscal year, and the determinations be published in the Federal Register as soon as possible.

The following list details 63 current projects totaling \$14.9 million awaiting waiver determinations:

| PROJECT | COUNTY | COST (\$) |
|---|--------|-------------|
| Two CNG Buses – Sanger Unified | Fresno | \$371,826 |
| Two CNG Buses – Kings County Unified | Fresno | \$381,458 |
| Two CNG Buses – Southwest Transportation Agency | Fresno | \$424,944 |
| Two CNG Buses – Sanger Unified | Fresno | \$389,532 |
| One CNG Street Sweeper – City of Reedley | Fresno | \$307,766 |
| One CNG Street Sweeper – City of Livingston | Merced | \$350,000 |
| One CNG Street Sweeper – City of Merced | Merced | \$684,000 |
| TOTAL | | \$2,909,526 |



CONTACT:

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FACT SHEET

METROPOLITAN PLANNING ORGANIZATIONS (MPOs) FLEXIBILITY & DECISION MAKING AUTHORITY

REQUEST:

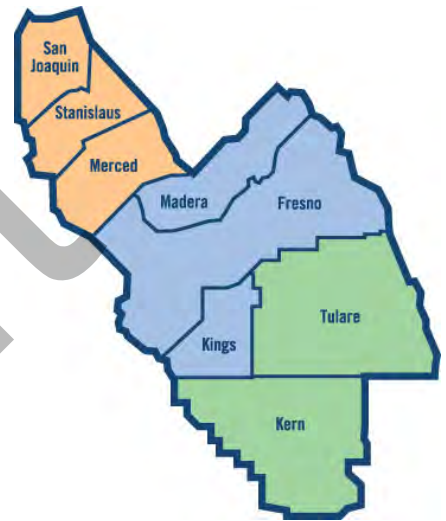
Support the role of MPO's in the decision making process, find ways to improve flexibility in how they conduct business, and avoid any legislation that would transfer their powers to the state or federal government.

BACKGROUND:

Regional planning and programming is the cornerstone of an innovative and successful national transportation system and a critical in succeeding in project delivery. A Metropolitan Planning Organization (MPO) is a federal designation for a policy-making body made up of local and transportation agencies. The MPO's are uniquely situated to deliver transportation projects in an efficient and effective manner and have a strong track record of success in getting projects constructed and saving time and money.

Part of the reason that they are so successful is that they have the ability to raise local and regional sales tax and other revenues that they can leverage with other funding to bring more funding to state and federal highways beyond what is normally available. To be successful at this, there needs to be a high level of cooperation among agencies, a willingness to partner together on projects and a lot of creativity. The Valley has been especially successful at getting projects delivered along Highway 99 and in the arenas of transit and air quality. However, there is much yet to be done.

The federal government needs to support regions in their role to deliver transportation projects and continue to work together with them as partners. Any legislation that would transfer decision-making authority over to the state or federal government should be avoided. Conversely, any legislation that strengthens the role of MPO's in the process and creates added flexibility for MPO's to be able to find innovative solutions to complex project implementation issues.



CONTACT:

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WATER SUPPLY, QUALITY AND RELIABILITY

The San Joaquin Valley's growing population and expanding economy demands a safe, reliable and consistent water supply. The San Joaquin Valley's growth rate is projected to be 65% higher than the state average within the next 15 years. The effects of a diminished food supply as a result of minimal and inconsistent availability of water will have a detrimental effect to the State of California and the nation. Our Nation's food supply and security will be impacted significantly as a result of inaction. It is critical that state and federal agencies work together to ensure adequate water supplies to meet the following needs:

- Support regional economic growth
- Retain a world-class agricultural economy
- Maintain a reliable, high-quality urban water supply
- Maintain a safe and reliable food supply for our nation

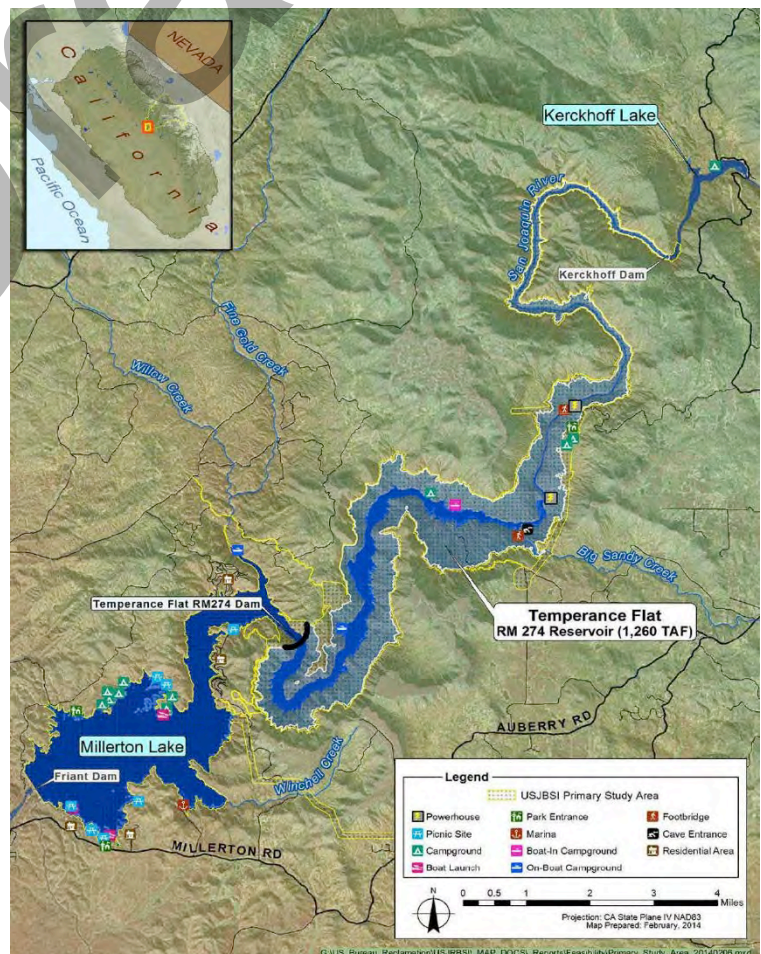
H.R. 23; the Gaining Responsibility on Water Act restores water reliability to California communities by codifying the bipartisan Bay-Delta Accord. It also reforms onerous federal laws—such as the Central Valley Project Improvement Act and the San Joaquin River Restoration Settlement Act—that have severely curtailed water deliveries and resulted in hundreds of billions of gallons of badly needed water being flushed into the ocean.

REQUEST SUMMARY

Assist with passage of HR 23, Valadao – in the Senate.

CONTACT

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San Joaquin Valley Regional Planning Agencies Policy Council
Valley Voice
DRAFT AGENDA
September 12-13, 2018

All meeting times and participants are pending and subject to change.

Tuesday, September 11th

Arrive in Washington, DC

Wednesday, September 12th

Meetings in 2103 Rayburn House Office Building, unless otherwise noted

8:30 a.m. *Travel to 2103 Rayburn House Office Building*

9:00 a.m. Legislative Briefing

9:30 a.m. **Congressman Devin Nunes**

10:00 a.m. **House Transportation and Infrastructure Committee**
Highways and Transit Subcommittee
Murphie Barrett, Majority Staff Director
Nicole Christus, Majority Staff
Railroads and Pipelines Subcommittee
Thomas Supinka, Majority Staff

10:30 a.m. **House Agriculture Committee**
Paul Balzano, Professional Staff
Trevor White, Professional Staff
Josh Maxwell, Professional Staff

11:00 a.m. **Congressman Jeff Denham**

11:30 a.m. **House Majority Leader Kevin McCarthy**

12:15 p.m. Lunch in Rayburn House Office Building Cafeteria

1:15 p.m. *Travel to Meetings Off of the Hill*

1:45 p.m. *Security Check-in at White House Complex*

2:00 p.m. **White House**
Office of Intergovernmental Affairs
Zachery Michael, Associate Director

3:00 p.m. *Travel to Hart Senate Office Building*

3:30 p.m. **Senator Kamala Harris**

4:30 p.m. **Senator Dianne Feinstein**

5:00 p.m. Adjourn

6:00 p.m. Dinner at Fogo de Chao
1101 Pennsylvania Ave NW
Washington D.C., 20004

Thursday, September 13th

9:15 a.m. *Travel to 2103 Rayburn House Office Building*

9:45 a.m. Daily Legislative Briefing

10:15 a.m. **Congressman David Valadao**

10:45 a.m. **Congressman Jim Costa**

11:15 a.m. *Travel to 2253 Rayburn House Office Building*

11:30 a.m. **Senate Agriculture Committee**

12:00 p.m. **Senate Commerce Committee**

12:30 p.m. **Senate Environment and Public Works Committee**

1:00 p.m. Lunch in Rayburn House Office Building

2:30 p.m. *Travel to U.S. Department of Transportation*

2:45 p.m. *Security check-in at the U.S. Department of Transportation*

3:00 p.m. **Department of Transportation (DOT)**
Office of the Secretary
Office of Government Affairs
Build America Bureau
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Federal Railroad Administration (FRA)

4:30 p.m. Adjourn

Friday, September 14th

Depart Washington, DC

San Joaquin Valley Regional Planning Agencies Policy Council

External Water Meetings

AGENDA

September 13, 2018

All meeting times and participants are pending and subject to change.

Thursday, September 13th

11:00 a.m. **House Transportation and Infrastructure Subcommittee on Water Resources and Environment**
Peter Como, Professional Staff

12:00 p.m. **Senate Energy and Natural Resources Committee**
Lane Dickson, Professional Staff to Committee Chairwoman Murkowski
304 Dirksen Senate Building

12:45 p.m. **Senator John Barrasso**
Senate Energy and Natural Resource, Subcommittee on Water and Power
307 Dirksen Senate Office Building

1:30 p.m. **Senator Mike Lee**
Senate Energy and Natural Resource, Subcommittee on Water and Power
361A Russell Senate Office Building



ITEM C.2

DATE: August 24, 2018

TO: San Joaquin Valley Regional Policy Council

SUBJECT: Transportation Funding, Support for SB 1

SUMMARY:

Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. SB 1 raised the gas tax by 12 cents per gallon, boosted the diesel fuel tax by 20 cents per gallon, and increased vehicle fees.

SB 1 invests more than \$5 billion annually directly for maintenance, repair, and safety improvements on state highways, local streets and roads, bridges, tunnels and overpasses. Transportation funding from SB 1 to the San Joaquin Valley is estimated at \$700 million per year. Funding from SB 1 addresses the backlog of transportation projects in California, and important regional transportation improvements in the San Joaquin Valley.

SB 1 funds are protected under Proposition 69, a constitutional amendment, which safeguards these new dollars for transportation use only. Proposition 69 passed with 80% of the vote in the Primary Election on June 5, 2018.

The repeal effort (Proposition 6) for SB 1 qualified for the November 2018 general election. If passed, the repeal effort would: 1) Repeal any Gas Tax and Car Tax increase adopted by the State Legislature in 2017 – unless and until it is approved by voters; 2) Require any future Gas Tax and Car Tax increases to be approved by voters.

At their July 20, 2018 meeting, the Regional Policy Council requested to take a position on Proposition 6, the Repeal of SB 1 transportation funding, at their August 24, 2018 meeting

REQUESTED ACTION:

- 1) Discuss and consider adopting Resolution No. 082418 to oppose Proposition 6, the California Voter Approval for Gas and Vehicle Taxes Initiative on the November 2018 Statewide ballot.

- 2) Should the Resolution be adopted, discuss appropriate activities to be conducted by the Regional Policy Council in support of the resolution.

BACKGROUND:

California counties are seeing a significant influx of new revenue to invest in the local street and road system from Senate Bill 1 (Beall and Frazier), a landmark transportation funding package that was signed by Governor Brown on April 28, 2017. This measure was in response to California's significant funding shortfall to maintain the state's multimodal transportation network which is the backbone of the economy and critical to the quality of life in the Golden State.

SB 1 increased several taxes and fees to raise over \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments so that the purchasing power of the revenues does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance and rehabilitation and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

SB 1 made the following revenue adjustments:

- Increased the excise tax on gasoline by 12 cents per gallon (Effective Nov. 1, 2017)
- Increased the excise tax on diesel by 20 cents per gallon (Effective Nov. 1, 2017)
- Imposed a transportation improvement fee on annual registrations based on the vehicle's value, i.e. increases with the value of the vehicle (Effective Jan. 1, 2018)
- Created a \$100 annual fee on zero-emission vehicles (Effective July 1, 2020)
- Eliminated volatile price-based fuel tax adjustments

The revenues will be phased-in over several years as follows:

- The fuel tax increase began on November 1, 2017,
- The value-based transportation improvement fee began on January 1, 2018,
- The price-based excise tax will be reset on July 1, 2019, and
- The new zero emissions vehicle fee will begin on July 1, 2020.

In addition to formula funding, county roads will be eligible to compete for additional funding for active transportation and complete streets projects, congested corridor projects, goods movement improvements, and additional state matching funds for self-help counties that pass sales taxes or impose comprehensive development fees to fund transportation. This funding package is a huge step forward for every Californian who relies on our transportation system.

For the current fiscal year, SB 1 will provide:

- \$1.5 billion for the State Highway Operations and Protection Program
- \$1.5 billion for local streets and roads
- \$400 million for bridge maintenance and repairs
- \$300 million for goods movement and freight projects
- \$250 million for congested corridors and relief management
- \$200 million for the Local Partnership Program to match locally generated transportation funds
- \$100 million for the Active Transportation Program to improve safety and expand access on streets, roads and highways for bicyclists and pedestrians
- \$750 million for mass transit

According to *The Economic Impacts of Senate Bill 1 on the San Joaquin Valley*: The transportation investment enacted under California Senate Bill 1 (SB 1)—signed into law on April 28, 2017— will

support at least \$20.1 billion in increased economic activity and benefits for all San Joaquin Valley residents and businesses over the next 10 years. This report quantifies how the investments made under SB 1 will create benefits for users of the transportation system as well as stimulate economic activity across all sectors of the region's economy. Average annual SB 1 spending in the San Joaquin Valley is estimated to be \$700 million per year, which represents 13 percent of the total spending under SB 1; statewide, SB 1 will lead to over \$182.6 billion in economic activity and benefits over the next 10 years.

For increased accountability and oversight, SB 1 does the following:

- Requires cities and counties to publicly adopt project lists and year-end accounting reports which are then submitted to the state
- Creates the Independent Office of Audits and Investigations that monitors and reports fraud or misuse of transportation funds
- Requires Caltrans to include condition metrics and targets for various infrastructure in their Transportation Asset Management Plans
- Creates the Advance Mitigation program to accelerate project delivery while meeting environmental requirements

SB 1 is expected to raise \$5.4 billion annually for a wide range of transportation projects. The funds are split evenly between local governments and the state.

California Proposition 6, the Voter Approval for Future Gas and Vehicle Taxes and 2017 Tax Repeal Initiative, is on the ballot in California as an initiated constitutional amendment on November 6, 2018. The ballot initiative would repeal the gas and diesel tax increases and vehicle fees that were enacted in 2017 and require voter approval for fuel tax and vehicle fee increases in the future.

For additional information in support of Proposition 6:

<https://gastaxrepeal.org>

For additional information on SB 1 (opposition to Proposition 6):

<https://noprop6.com/>

<http://rebuildingca.ca.gov/>

<http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017>

<https://www.calcog.org/index.php?src=gendocs&ref=Prop+6+Information+Center&link=Prop+6+Information+Center>

Link to *The Economic Impacts of Senate Bill 1 on the San Joaquin Valley*:

https://www.calcog.org/clientuploads/Resources/SB%201/Member%20Tool%20Kit/Reg%20Econ%20Benefits/ARTBA_CA_San_Joaquin_Valley_Econ_Report_July_2018.pdf

Additional information on campaign rules for public agencies and elected officials is attached to this staff report.

**BEFORE THE SAN JOAQUIN VALLEY REGIONAL PLANNING
AGENCIES POLICY COUNCIL**

**IN THE MATTER OF OPPOSING)
PROPOSITION 6 ON THE)
NOVEMBER 2018 BALLOT)**

**RESOLUTION NO. 082418
RE: OPPOSE PROP. 6**

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, including providing leadership on matters of importance to the San Joaquin Valley such as critical transportation funding; and

WHEREAS, until the Legislature took action last year, cities and counties were facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system; and the State Highway System was facing a similar \$57 billion of deferred maintenance; and

WHEREAS, the State of California enacted Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB 1) that went into effect on November 1, 2017, which enacted vehicle fees and a gas tax to provide the first significant, stable increase in state transportation funding in more than two decades; and

WHEREAS, SB 1 will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects; and

WHEREAS, SB 1 will provide approximately \$700 million each year to the region for regional and local streets, and road maintenance. In general, local governments will see their budget for filling potholes and fixing local streets nearly double; and

WHEREAS, SB 1 also provides opportunities for the San Joaquin Valley to compete for additional funds to reduce highway congestion, build infrastructure to support trade and commerce, and expand bus transit; and

WHEREAS, SB 1 restored funds to the State Transportation Improvement Program (STIP) and \$2.2 billion is now available for new road, bridge and transit projects for the next four years; and

WHEREAS, SB 1 provides critically-needed funding in the San Joaquin Valley that will be used for roadway rehabilitation and maintenance; bike and pedestrian improvements; bridge repairs; and transit improvements; and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects; and

WHEREAS, SB 1 requires the State to cut bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively, and establishes the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency; and

WHEREAS, Proposition 6 - the California Voter Approval for Gas and Vehicle Taxes Initiative on the November 2018 Statewide ballot would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and

WHEREAS, Proposition 6 would divert transportation funding annually dedicated to San Joaquin Valley Counties, and halt critical investments in future transportation improvement projects in our region and communities; and

WHEREAS, At their July 20, 2018 meeting, the Policy Council requested to take a position on Proposition 6, the Repeal of SB 1 transportation funding, at their August 24, 2018 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Valley Regional Planning Agencies Policy Council hereby opposes Proposition 6 - the California Voter Approval for Gas and Vehicle Taxes Initiative on the November 2018 Statewide ballot that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future.

The foregoing Resolution was adopted on a motion by Commissioner _____, seconded by Commissioner _____, at a regular meeting held on August 24, 2018, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES
POLICY COUNCIL

Chairman Rudy Mendoza,
Mayor of Woodlake

WITNESS, my hand this _____ day of _____, 2018.

ROSA DE LEÓN PARK, Executive Director, StanCOG
Chair, San Joaquin Valley Regional Planning Agencies' Directors'
Committee

Proposition 6 and Campaign Rules What You Can Say, What You Can't Say

Kiana Valentine, Sr. Legislative Representative
Jennifer Henning, Exec. Dir. County Counsels Association
Gregg Fishman, Communications Coordinator
July 16, 2018



1

SB 1-The Road Repair and Accountability Act of 2017

- Approximately \$5.4 billion/year in new revenue – no sunset
 - \$1.5 billion for cities and counties
 - \$1.8 billion for state highways
 - \$300 million for bridges and culverts
 - \$750 million for transit agencies
 - \$550 million in competitive grant programs
 - \$200 million matching funds for self-help counties
- Accompanied by ACA 5 (Frazier)/Prop 69 (passed June 5)
- SB 1 revenue is 100 % protected for transportation purposes

2

The Repeal Effort

- Repeal effort qualified for the ballot June 25
- Now designated as Proposition 6
- CSAC is part of a large and diverse coalition to defeat it
- CSAC is using non-public funds for this purpose
- Several counties and other jurisdictions have also adopted a “No on Proposition 6” position

3

Proposition 6 Would:

- Repeal the taxes and fees associated with SB 1
- Loss of \$5.4 Billion per year for transportation infrastructure
- All revenue collected prior to election is still valid
- Future revenue would be gone
- 1000s of projects “in the pipeline” would be stalled/canceled

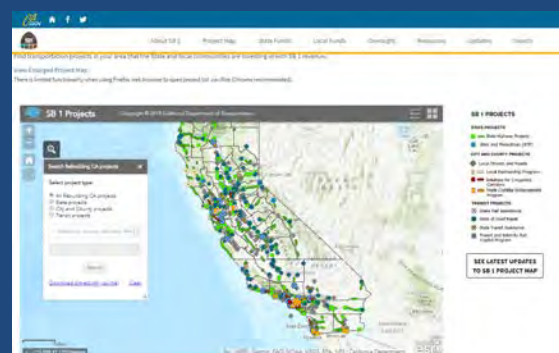
4

Public Education About SB 1 Funding

- Taxpayers have a right to know about how and where SB 1 revenue is being spent
 - State projects
 - Local projects
 - Transit
 - Movement of goods, etc.
- What will happen if those funds are repealed
 - short and long terms impacts

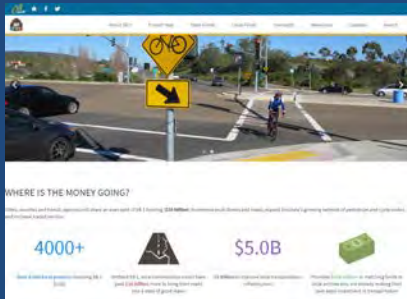
5

1000's of Projects are Underway



6

<http://rebuildingca.ca.gov/local-funding.html>



7

Local Projects, Too.



8

Public Agencies Are Allowed to:

- Prepare an analysis on the impact of a ballot measure
- Present that information in a manner consistent with the county's usual means of communication
- Respond to inquiries about the impact of the ballot measure with a fair presentation of the facts
- Accept invitations to present the county's views before organizations that are interested in the impact of its effects

9

Informing the Public About How Taxes Are Being Spent



10

Institute for Local Government

<http://www.ca-ilg.org/>

Public Agency Resources May Be Used To:

- Prepare and distribute an objective and fact-based analysis on the effect a ballot measure may have on the agency and those the agency serves
- Express the agency's views about the effect of the measure on the agency and its programs, provided the agency is exceedingly careful not to advocate for or against the measure's passage

11

- Adopt a position on the measure, as long as that position is taken at an open meeting where all voices have the opportunity to be heard
- Respond to inquiries about the ballot measure in an objective and fact-based manner
- Vargas Case "style, tenor and timing" of communications

You can Educate,
But you may not
Advocate

12

Public Agencies Are NOT Allowed to:

- Use public resources (including staff time) to campaign
- Urge the public to vote “no”
- Link to just one side of the debate on a ballot measure

When in Doubt
Consult County Counsel

13

Examples:

“This project is funded by SB 1” (good)

“This project (or others like it) will lose their funding if Proposition 6 is passed.” (likely good)

“Therefore you should vote no on Proposition 6”
(NOT GOOD)

14

What Can You Do?

- Publicize SB 1-funded road and bridge repair projects through normal means
- Share your work with us at CSAC
 - Photos, video, blogs, etc
- Respond, when appropriate, to misinformation about transportation funding
- Projects, Projects, Projects



15

Publicize Your SB1-Funded Projects

- You're all pro's but:
 - News release or media event for major projects
 - Pictures and Video
 - Social Media/Website



16



Humboldt County Tweet



18

Humboldt County Webpage



19

Resources

CSAC SB1 Webpage

<http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017>

RebuildingCA.gov

<http://rebuildingca.ca.gov>

San Mateo County Video

https://www.youtube.com/embed/_yyCZDD5Do0

ILG Document

<http://www.ca-ilg.org/document/three-explanatory-resources-ballot-measure-activities>

20

Questions?

Contact Information:

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Gregg Fishman gfishman@counties.org

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21

-SAVE THE DATE-

Capitalizing on Climate Investments in the Northern San Joaquin Valley: Finding Common Ground



WEDNESDAY

AUGUST 22

9:30AM - 1:30PM

San Joaquin COG
555 E Weber Ave
Stockton, CA 95202



How Can State Climate Investments Reflect Local Needs While Advancing State Goals?

State Cap and Trade funds and other climate investments can make the San Joaquin Valley a more healthy and prosperous region, but only if state, regional and local leaders can find common ground.

California is poised to invest billions of dollars in communities across the state to help reduce the risks of climate change.

Help answer the question: How can state, regional and local leaders work together to ensure that projects funded through state climate investments reflect local needs, constraints and opportunities and at the same time help advance the state's ambitious climate goals?

Join fellow local and regional leaders from the San Joaquin Valley to share your ideas with leaders from the Strategic Growth Council and the California Air Resources Board.

RSVP TO CLAZARD@CA-ILG.ORG OR (916) 658-8233

Capitalizing on Climate Investments in the Northern Central Valley: Finding Common Ground

Date: August 22, 2018 ~ **Time:** 9:30 AM to 1:30 PM

Location: San Joaquin COG Board Room
555 E Weber Ave. Stockton, CA 95202

9:00 Registration & Continental Breakfast

9:30 Welcome and Introductions

- Andrew Chesley, San Joaquin Council of Governments
- Hector De La Torre, California Air Resources Board Member
- Steve Sanders, Institute for Local Government & Will Barrett, American Lung Association

9:50 Agenda Review & Anticipated Outcomes

- Christal Love-Lazard, Institute for Local Government

Session 1: Setting the Stage

10:00 Part One: State Investments and Current Initiatives

- Doug Ito, Assistant Division Chief, California Air Resources Board
- Ambreen Afshan, Disadvantaged Communities Liaison, California Air Resources Board
- Monica Palmeira, Community Assistance Program Manager, Strategic Growth Council

10:30 Part Two: Regional and Local Projects

Project presentations will focus on how each project was developed, the funding sought or secured, challenges encountered, lessons learned and best practices.

10:30 10 min presentations for each project, followed by 5 min of Q&A

11:30 Facilitated dialogue: *What are the local needs, constraints and opportunities in the San Joaquin Valley?*

12:00 Break for Buffet Lunch (15 minutes)

Session 2: Leadership Roundtable

12:15 Table Discussion with Local, Regional and State Participants

Discussion Question:

How can projects in the San Joaquin Valley funded through state climate investments be developed that more fully reflect local needs, constraints and opportunities and at the same time advance state climate goals?

1:00 Action Steps

What top three actions should regional agencies, local governments, and/or state agencies take in the near term to leverage climate investments to advance health, equity and prosperity in the San Joaquin Valley?

1:25 Wrap Up and Evaluation

1:30 Adjourn