



San Joaquin Valley Regional Planning Agencies Policy Council Meeting Agenda

Friday, June 26, 2020

Time: 10:00 a.m.

ZOOM CONFERENCE MEETING

Meeting ID: 819 7482 2844

Password: 677680

<https://us02web.zoom.us/j/81974822844?pwd=c1lqNTJTT3c0QnVvUFhNbEdiT3FKdz09>

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Winn

B. APPROVAL OF MINUTES

January 17, 2020 Regional Policy Council Meeting

Chair Winn



C. DISCUSSION/ACTION ITEMS

1. COVID 19, Transportation Funding

Discuss funding implications for regional and local projects

Chair Winn

2. Valley Voice DC

a. *Discuss federal platform*

b. *Discuss timing and "virtual" logistics for advocacy visit(s)*

Jen Covino

Michael Sigala



3. Passenger Transportation Updates and Discussion

a. *High Speed Rail*


b. *SJ JPA, Amtrak*


c. *Other*


Diana Gomez


Dan Leavitt

Chair Winn

 (559) 266-6222

 (559) 314-6015

 2001 Howard Road, Suite 201
Madera, CA 93637

 <http://sjvcogs.org/>

Chair
Supervisor Chuck Winn
San Joaquin County

Vice-Chair
Supervisor Robert Poynthress
Madera County

San Joaquin
Council of
Governments

Tulare County
Association of
Governments

Fresno
Council of
Governments

Kern
Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

- | | | |
|--|----------------|-------------------------------------|
| 4. Trade Corridor Enhancement Program (TCEP)
<i>Consider approving letters of support for multiple valley projects</i> | Chair Winn | <input checked="" type="checkbox"/> |
| 5. SB 743
<i>Discuss and receive update</i> | Vito Chiesa | <input checked="" type="checkbox"/> |
| 6. Valleywide Overall Work Program, FY 2020-21
<i>Consider approving</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 7. Meeting Calendar for FY 2020-21
<i>Consider approving</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 8. San Joaquin Valley Multiagency Working Group for Housing
<i>Receive update</i> | Robert Phipps | |
| 9. California Safety Performance Target Achievement Determination
<i>Receive update</i> | Ted Smalley | <input checked="" type="checkbox"/> |

D. INFORMATIONAL ITEMS

The following items are for informational purposes and require no action or vote. Individuals noted will be present to provide a verbal update.

- | | |
|--|----------------|
| 1. Rural Transit Alternatives Implementation/ARB Grant | Michael Sigala |
| 2. California Partnership for the San Joaquin Valley | Frida Cardoza |

E. OTHER ITEMS

- | | |
|-----------------------------------|-----------------|
| 1. Executive Directors' Report | Patricia Taylor |
| 2. Policy Council Member Comments | |

F. PUBLIC COMMENT

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

Next Regular Regional Policy Council Meeting: Friday, January 15, 2021.

There will be additional phone call meetings pertaining to Valley Voice DC.

Americans with Disabilities Act (ADA) Accommodations

The public meeting location and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at 559.266.6222, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting. *At this time, all meetings will be conducted via Zoom.*



Meeting Minutes

ITEM B

Friday, January 17, 2020

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	Fresno COG	Mayor	City of San Joaquin
Gary Yep	Fresno COG	Mayor Pro-Tem	City of Kerman
Bob Smith	Kern COG	Councilmember	City of Bakersfield
Cathy Prout	Kern COG	Councilmember	City of Shafter
Daron McDaniel	MCAG	Supervisor	Merced County
Mike Villalta	MCAG	Mayor	City of Los Banos
Dan Wright	SJ COG	Vice Mayor	City of Stockton
Gary Singh (phone)	SJ COG	Councilmember	City of Manteca
Robert Poythress	MCTC	Supervisor	Madera County
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Bill Zoslocki (phone)	StanCOG	Councilmember	City of Modesto
Jenny Kenoyer	StanCOG	Councilmember	City of Modesto
Doug Verboon	KCAG	Supervisor	Kings County
Linda Launer (phone)	TCAG	Councilmember	City of Dinuba
Kuyler Crocker	TCAG	Supervisor	Tulare County
Rudy Mendoza	TCAG	Mayor	City of Woodlake
Tom Jordan (for Samir)	SJVAPCD	Senior Policy Advisor	SJVAPCD

Please see Appendix A for a list of other attendees

A. CALL TO ORDER AND INTRODUCTIONS

Chair Mendoza

(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
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Stanislaus
Council of
Governments

B. ELECTION OF CHAIR AND VICE CHAIR

There was a motion to approve Supervisor Chuck Winn as Chair.

First Motion: Supervisor Vito Chiesa
Second Motion: Vice Mayor Dan Wright
No Nays
Motioned Carried

There was a motion to approve Supervisor Robert Poythress as Vice Chair.

First Motion: Supervisor Daron McDaniel
Second Motion: Supervisor Doug Verboon
No Nays
Motioned Carried

C. APPROVAL OF MINUTES

There was a motion to approve the June 14, 2019 Regional Policy Council Meeting minutes.

First Motion: Mayor Pro-Tem Gary Yep
Second Motion: Mayor Rudy Mendoza
No Nays
Motioned Carried

C. DISCUSSION/ACTION ITEMS

1. State Route 99 Funding

Sharri Ehlert

Receive Update

Sharri Ehlert, Caltrans District 6 Director, gave a brief update on funding and advised the Council of the past events that led to the decisions of eliminating funding from 2021 STIP. A couple of local projects were in danger because of this. Ms. Ehlert noted that they have developed new proposals to reallocate funds back to the Tulare SR 99 and Madera SR 99 projects. These new proposals were introduced at the December CTC meeting and will go to vote in March of this year. There is currently \$10-\$12 million in 99 bond program savings. They anticipate the funding to be increased in the 2022 STIP. In the meantime, Caltrans will compete for competitive funding through the SB1 program. There were discussions about how the Policy Council can continue to keep open dialogue with Caltrans in order to ensure funding stays in the Valley.

2. Valley Voice Sacramento (March 11, 2020)

Michael Sigala/Gus Khouri

a. Discuss and Approval Regional Priorities

Michael Sigala provided an overview of the Regional Priorities 2020 draft that highlighted the following topics; Goods Movement, Passenger Rail, California Climate Goals, Air Quality, Housing Planning and Production, and Water Reliability, Quality and Supply. Gus Khouri reported that the SB 1 cycle two applications are due in June and is expected to be more competitive. Mayor Mike Villalta commented on the SR 152 corridor and briefly pointed out issues within the region. There were some comments on the water supply topic to be amended into the platform. Further discussions ensued.

Speaker assignments were discussed and identified.

There was a motion to approve the Regional Priorities 2020.

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

b. Review Itinerary and Logistics

Michael Sigala noted that the Valley Voice Sacramento trip will be on Wednesday, March 11th. There will be a reception the night before from 5:30pm-7:30pm. Gus Khouri briefly reviewed the itinerary list and read through the names of guest speakers and times.

3. High Speed Rail Merced-Fresno-Bakersfield Interim Operating Segment Michael Sigala

Consider Approving Letter of Support

Michael Sigala introduced a draft letter of support for the Interim Operating Segment. Michael reported that the directors approved a similar letter to be sent the High-Speed Rail.

There was a motion to approve the letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

First Motion: Supervisor Daron McDaniel
Second Motion: Mayor Mike Villalta
No Nays
Motioned Carried

4. San Joaquin Valley Multiagency Working Group for Housing Michael Sigala

Receive Update and Overview

Michael Sigala reported the MPO's of the valley were awarded \$19 million to be distributed for RHNA, Housing Element and Activities to increase housing production. The kickoff meeting will be today at 1pm, which includes 24 elected officials from across the Valley. The committee will be asked to approve applying for 25 percent of the \$19 million up front.

5. EV Aviation-Ground Innovations Network for the SJV Keith Bergthold/Joseph Oldman

a. Presentation and Consideration to Approve Support

Keith Bergthold and Joseph Oldman gave a power point presentation on EV Aviation-Ground Innovations Networks for the SJV. Joseph outlined the current SJV transportation choices, the EV Aviation/ground innovation goals, the regional benefits, new electric aircrafts, current and new flight operations, innovations objectives and organizing framework. Keith reviewed the Resolution to form the Valley EV Aviation-Ground Innovations Coalition and the Implementation Elements. There were questions regarding operating efficiency, cost of purchasing equipment and ecotourism. Supervisor Kuyler Crocker had concerns with the Policy Council taking a formal position to support these efforts at the moment. Michael Sigala was asked to clarify what the vote was for and he noted that the board was voting today to support this in concept and that there would not be any fiscal commitment. Additional comments were made and further discussion ensued.

There was a motion to approve supporting EV Aviation-Ground Innovations Network for the SJV.

First Motion: Supervisor Doug Verboon
Second Motion: Mayor Ruby Dhaliwal
One Nay: Supervisor Kuyler Crocker
Motioned Carried

E. INFORMATIONAL ITEMS

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

1. Caltrans Report Sharri Ehlert/Dan McElhinney
Sharri Ehlert, District 6, reported the governor issued an executive order 2320 to address homelessness in California. Caltrans is preparing a letter to inform all 26 counties the possibility of leasing access properties owned by Caltrans for \$1 to help address homelessness needs.
2. San Joaquin JPA for Passenger Rail Dan Leavitt
Dan Leavitt reported the JPA business plan draft will be coming out in February. There are a couple of items emphasized in the plan which include, the integration work between the San Joaquin's, ACE Service and the High-Speed Rail Merced to Bakersfield Segment and Stockton Dimond Separation project. They will be pursuing both federal and state grants for the Stockton project. Dan noted that construction for ACE extension will begin this year. The environmental draft for the extension from Stockton to Sacramento will come out next month and construction is expected to start later this year. The project level environmental document for the Ceres to Merced extension should start in a couple of months and the environmental document will begin next month for the Madera Amtrak station relocation project. The implementation of SB 742 is going very well and has made bus only tickets available at various locations throughout the Valley.
3. Rural Transit Alternatives Study/ARB Grant Michael Sigala
Michael Sigala gave a brief update and noted that in addition to the carsharing program that rolled out in the South Valley called MioCar, they are also implementing a similar program called Vamos in the North Valley. ARB is going to fund these two projects to run for one more year.
4. California Partnership of the San Joaquin Valley Frida Cardoza
Frida Cardoza reported since the last board meeting, they added a new board member, Supervisor Scott Silveira of Merced County. Frida noted upcoming events which include: the next California Partnership meeting on March 20th at Foster Farms in Livingston Ca, The Housing Collaborative's next workshop will be on January 30th in Stockton Ca, and The San Joaquin Valley Blueprint awards will be presented at the Annual San Joaquin Valley Policy Conference on May 14th.

F. OTHER ITEMS

1. Executive Directors Report Patricia Taylor
Patricia Taylor gave an overview of a meeting with CTC and ARB in October and noted it was a successful meeting because they were able to showcase the San Joaquin Valley's plans, priorities and accomplishments. Ms. Taylor acknowledged the whole group for its efforts and support in the STIP.
2. Policy Council Member Comments

Mayor Rudy Mendoza asked to discuss the topic shortage of market rate housing.

Supervisor Vito Chiesa asked for letter of support for Paul Van Konynenburg who is up for re-appointment as CTC Commissioner.

There was a motion to approve a letter of support for Paul Van Konynenburg for CTC Commissioner

First Motion: Supervisor Vito Chiesa
Second Motion: Mayor Ruby Dhaliwal
No Nays
Motioned Carried

G. PUBLIC COMMENT

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There were no public comments.

Appendix: A – List of other meeting attendees.

On the Phone:	
Individual(s)	Organization
Michael Sigala	SJV Coordinator, Sigala Inc.
Rosa Park	Stan COG
Ahron Hakimi	Kern COG
Robert Phipps	Fresno COG
Sandy Ebersole (phone)	MCTC
Becky Napier	Kern COG
Ken Baxter	Caltrans District 10
Rudy Serrato	Sigala Inc.
Jennifer Khy	Sigala Inc.
Ben Kimball	TCAG
Frida Cardoza	Fresno State OCED
Dan Levitt	San Joaquin PRA
Gus Khouri	Khouri Consulting
Elisabeth Hahn	Stan COG
Sharri Ehlert	Caltrans
Matt Fell	MCAG
Joseph Oldham	New Vision Aviation, Inc.
Keith Bergthold	Fresno Metro Ministry
Kristine Cai	Fresno COG



ITEM C.2.

June 26, 2020

Federal Platform for Valley Voice DC

Jen Covino, Simon and Company, will be in attendance to discuss Federal transportation, infrastructure and other items of importance to the San Joaquin Valley.

The following was compiled by Simon and Company and is provided as background to the discussion.

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Infrastructure Update

June 19, 2020

We wanted to share important infrastructure updates from the U.S. House of Representatives this week. The House Transportation and Infrastructure (T&I) Committee completed its markup and advanced the surface transportation bill, the *INVEST in America Act*, while Speaker **Nancy Pelosi** introduced a comprehensive infrastructure package: the *Moving Forward Act*. The measure would provide \$1.5 trillion worth of federal investment in our nation's surface transportation, ports, clean energy, healthcare, broadband, housing, schools, and water infrastructure. See below.

INVEST in America Act: Surface Transportation Bill

The House T&I Committee completed the multi-day markup of the *INVEST in America Act* (H.R. 2) last night under the leadership and direction of Chairman **Peter DeFazio**. The \$494 billion surface transportation bill was passed out of committee on a party line vote last night. It would provide \$319 billion of highway investment, \$105 billion of transit investment, and \$60 billion of rail investment. The legislative provisions prioritize maintenance, resiliency, and emissions reductions in the transportation sector.

The Committee considered 177 amendments during the markup. The Committee voted to



adopt 34 amendments offered by Republicans and 23 amendments offered by Democrats. Those amendments are largely technical in nature.

For more information on House Democrats' *INVEST in America Act*, see the [Chairman's Press Release](#), [Fact Sheet](#), [Thematic Summaries](#) (Highways, Transit, Climate, Rural America, Local Communities, Safety), [Letters of Support](#), or [State Funding Tables](#).

As a reminder, the current authorization, the *Fixing America's Surface Transportation (FAST) Act of 2015*, expires September 30, 2020. The Senate Environment and Public Works (EPW) Committee [passed](#) its \$287 billion highway bill, the *America's Transportation Infrastructure Act (ATIA) of 2019* (S. 2302), last July. Senate Republicans have not yet completed their work on transit or rail titles to accompany the highway bill.

Moving Forward Act: Comprehensive Package

Yesterday afternoon, Speaker **Nancy Pelosi** announced that the House will introduce the *Moving Forward Act*. This \$1.5 trillion legislative package would help rebuild our national infrastructure and provide economic stimulus as the country recovers from the COVID-19 pandemic. The bill will package several existing legislative proposals, including the \$494 billion *INVEST in America Act*, to make investments in our surface transportation, ports, clean energy, healthcare, broadband, housing, schools, and water infrastructure.

Speaker Pelosi held a press briefing with T&I Committee Chairman DeFazio, Ways and Means Committee Chairman **Richard E. Neal**, Energy & Commerce (E&C) Committee Chairman **Frank Pallone, Jr.**, Financial Services Committee Chairwoman **Maxine Waters**, and Education and Labor Committee Chairman **Bobby Scott**.

In addition to the \$494 billion provided for transportation, the *Moving Forward Act* would provide: \$100 billion for affordable housing; \$100 billion for broadband expansion; \$100 billion for low income schools; \$70 billion for clean energy; \$45 billion for wastewater and \$25 billion for drinking water infrastructure; \$30 billion for hospitals; and \$25 billion for the U.S. Postal Service.

The measure also provides financing support for state and local government investments.



It permanently reinstates Build America Bonds and Advance Refunding Bonds, expands the issuance of Private Activity Bonds (PABs), and makes permanent and expands the New Markets Tax Credit. It expands the Low-Income Housing Tax Credit with new incentives to address homelessness. It also temporarily increases the Historic Tax Credit program and eliminates rules that prevent access for non-profit organizations, including public schools. The bill would establish a new Neighborhood Investment Tax Credit to rehabilitate vacant homes or construct new homes in distressed areas. It also exempts water infrastructure projects from State allocation caps for PABs.

We must note that the House Democrats have not yet determined how to finance this legislation. Ways and Means Chairman Neal is open to negotiation, but he has suggested a combination of government subsidized bonds, private equity bonds, and borrowing.

It remains to be seen if the White House and the Senate will have the appetite for broader federal investment beyond the surface transportation and water infrastructure authorizations that expire this year. We believe that President **Donald J. Trump** may be more inclined to pursue an infrastructure package than his Republican counterparts in the Senate, who have not seemed enthusiastic about the prospect of passing legislation to address needs beyond water and transportation.

We will see if this House package starts any sincere discussion. In the end, it will come down to electoral politics.

Summary of the *Moving Forward Act*

Ways and Means Chairman Neal has provided a brief summary of the *Moving Forward Act*. The bill text is not yet finalized. See the Chairman's summary below.

Highways, Bridges, Transit, Rail, Airports, Ports/Harbors

- Delivers better roads and bridges faster with more than \$300 billion of investment that prioritizes fixing what we already have, including tens of thousands of structurally deficient bridges.
- Invests more than \$100 billion in transit to put more zero-emission buses on the road, add new routes, and provide more reliable service, resulting in better transit options and fewer single-occupant cars clogging highways.



- Modernizes infrastructure to reduce traffic congestion and address bottlenecks, and makes roads smarter and safer for all users, including pedestrians and bicyclists.
- Invests in programs, projects, and materials that emphasize resiliency while reducing carbon pollution from the transportation sector, including \$1.4 billion in alternative fuel charging infrastructure.
- Triples funding for Amtrak to \$29 billion, allowing for upgrades and expansion of the passenger rail network, and improves rail crossing safety and addresses increasingly long trains that block crossings for 10+ minutes, which impacts local traffic and emergency response times.
- Keeps cargo moving by funding the essential dredging and upkeep of American harbors, ports, and channels.

Local Financing & Community Development

- Provides financing support for state and local government investments and spurring private investment through the tax code by permanently reinstating Build America Bonds and Advance Refunding Bonds, and increasing and expanding the issuance of Private Activity Bonds.
- Promotes revitalization in economically distressed communities by making permanent and expanding the New Markets Tax Credit.
- Encourages the rehabilitation of historic buildings by temporarily increasing the Historic Tax Credit program for all projects, permanently expanding the credit for small projects, and eliminating rules that prevent access for non-profits, including public schools.
- Promotes further development in and parity for tribal communities by making long-overdue changes to tax rules related to tribal issuance of government bonds, treatment of tribal government charitable organizations, and the treatment of tribal projects in the New Markets Tax Credit program.

Housing

- Invests over \$100 billion into our nation's affordable housing infrastructure to create or preserve 1.8 million affordable homes, helping to reduce housing inequality, create jobs, and stimulate the broader economy, increase community and household resiliency in the face of natural disasters, improve hazardous living conditions, and increase the environmental sustainability of our housing stock.



- Increases federal investment in low-income housing through a robust expansion of the Low-Income Housing Tax Credit with new, targeted housing incentives for rural and tribal communities and individuals at risk of homelessness.
- Establishes a new Neighborhood Investment tax credit that would subsidize certain development costs to encourage the rehabilitation of vacant homes or construction of new homes in distressed areas. The credit requires homes to be owner-occupied and contains other limits meant to maintain affordable housing prices in these communities.

Schools and Child Care

- Invests in schools with the *Reopen and Rebuild America's Schools Act*, which invests \$100 billion targeted at high-poverty schools with facilities that endanger the health and safety of students and educators. This investment will help students get back to school and create 1.9 million jobs to help workers get back to work.
- Leverages a 5-year, \$10 billion federal investment in addressing structural challenges and upgrading childcare facilities to generate additional state and private investments in making sure that childcare settings are safe, appropriate, and able to comply with current and future public health directives.

Broadband

- Delivers affordable high-speed broadband Internet access to all parts of the country by investing \$100 billion to promote competition for broadband internet infrastructure to unserved and underserved rural, suburban, and urban communities, prioritizing communities in persistent poverty and ensuring that broadband-related support is being administered in an efficient, technology- neutral, and financially sustainable manner.
- Gets kids connected to remote learning with digital equipment and affordable broadband options, connects school buses to Wi-Fi and helps schools and libraries close the “homework gap” outside school,
- Closes other gaps in broadband adoption and digital skills, and enhances payment support for low-income households and the recently unemployed.

Drinking Water and Wastewater



- Protects access to safe drinking water by investing over \$25 billion in the Drinking Water State Revolving Fund and other programs to ensure all communities have clean drinking water and to help remove dangerous contaminants like PFAS from local water systems.
- Invests \$40 billion in new wastewater infrastructure to encourage efficiency and affordability, and helps communities address stormwater needs, preventing pollution in local rivers.
- Invests in clean water and wastewater infrastructure to meet the federal government's trust obligations to Indian Country and making responsible investments to repair severely damaged federal canals, leveraging taxpayer dollars to maximize public benefits.
- Unlocks more tax-exempt bond financing for water infrastructure projects by exempting bonds funding these projects from State allocation caps for Private Activity Bonds.

Clean Energy

- Modernizes our energy infrastructure for a clean energy future by investing more than \$70 billion to transform our electric grid to accommodate more renewable energy, expand renewable energy, strengthen existing infrastructure, help develop an electric vehicle charging network, and support energy efficiency, weatherization, and Smart Communities infrastructure.
- Reinvigorates our commitment to renewable energy and combatting the climate crisis by building on current successful tax incentives that promote the deployment of green energy technologies while providing new incentives for activities that reduce carbon pollution.
- Encourages "greening the fleet" by supporting widespread adoption of zero- emission cars, vans, and buses through tax credits for purchasing vehicles, supporting zero-emission vehicle manufacturing, and deployment of publicly accessible electric vehicle charging infrastructure including underserved communities.
- Promotes green energy and efficiency projects that adopt high-road labor practices.

Environment/Public Lands



- Puts Americans to work strengthening our coasts through a \$3 billion grant program for shovel-ready projects to restore Great Lakes and coastal habitats and marine ecosystems, with priority given to qualifying communities of color.
- Cleans up abandoned coal mines and orphaned oil and gas wells, putting drillers, miners and engineers to work clearing the way for new infrastructure and economic redevelopment.
- Promotes new renewable energy infrastructure by incentivizing the development of wind and solar on public lands and building a workforce for offshore wind.
- Invests in modern water infrastructure to provide drought preparedness and improved water supply reliability in a changing climate.

Health Care

- Modernizes the nation's health care infrastructure by investing \$30 billion to upgrade hospitals to increase capacity and strengthen care, help community health centers respond to COVID-19 and future public health emergencies, improve clinical laboratory infrastructure, support the Indian Health Service's infrastructure, and increase capacity for community-based care.

U.S. Postal Service

- Invests \$25 billion to modernize postal infrastructure and operations, including a zero emissions postal vehicle fleet, processing equipment and other goods.



Special Report: Senate EPW Committee Releases America's Transportation Infrastructure Act of 2019

July 29, 2019

Senate EPW Committee Releases America's Transportation Infrastructure Act of 2019

This morning, Senate Committee on Environment and Public Works (EPW) Chairman **John Barrasso** and Ranking Member **Tom Carper** introduced the *America's Transportation Infrastructure Act of 2019*.

The law would become effective October 1, 2020, following the expiration of the *Fixing America's Surface Transportation (FAST) Act of 2015*. The five-year bill would authorize \$287 billion for spending from the Highway Trust Fund (HTF) from Fiscal Years (FY) 2021 through 2025, including \$259 billion for formula programs to be distributed to states. It largely maintains the current formula allocation to states, while it provides some increased flexibility for eligible activities. This benchmark represents a 27 percent increase from funding levels authorized by the *FAST Act*.

Notably, the bill creates several new discretionary grant programs with funding to support: bridge repair and replacement; improved safety outcomes; projects that enhance resiliency; the deployment of alternative fuels infrastructure; congestion mitigation efforts; and pilots to support new and emerging technologies. The reauthorization includes a climate title to help reduce emissions from the transportation sector for the first time. We have included information on those provisions and other legislative highlights below for your review.

Safety Outcomes

The bill creates a new \$6.6 billion discretionary grant program to improve the condition and safety of the nation's bridges by rehabilitating or replacing those that are structurally deficient. States, local, and tribal entities could apply. At least 50 percent of this funding will be reserved for bridge projects with a total project cost of at least \$100 million.



The legislation also provides \$500 million in supplemental formula funding annually to support projects that improve safety outcomes and lower fatalities, which would be part of the existing Highway Safety Improvement Program.

The bill creates a new \$250 million competitive grant program for projects that reduce vehicular collisions with wildlife.

Lastly, the legislation would authorize the Secretary of Transportation to establish a grant program to provide \$5 million annually to local government entities for bollard installation projects. These installation projects are intended to prevent pedestrian injuries and mitigate the risk of acts of terrorism in heavily trafficked pedestrian areas.

INFRA Grants & Freight

This legislation would increase funding for Nationally Significant Freight and Highway Projects, also known as the "INFRA" Discretionary Grant Program, to \$5.5 billion over the five-year authorization. It includes reforms such as transparency requirements for project selection and grant administration. At least 15 percent of those funds would be directed to small projects. It creates a pilot for projects offering higher levels of nonfederal state and local match.

Additionally, the legislation would increase the maximum number of highway miles that can be designated by a State. The new maximum would increase from 75 to 150 miles for critical urban freight corridors and 150 to 300 miles for critical rural freight corridors. States with lower population-density will have a maximum of 600 miles.

STBG & TAP

The bill maintains the 55 percent share of Surface Transportation Block Grant (STBG) funding for sub-allocation to metropolitan areas. It creates newly eligible activities and projects including the construction of wildlife crossing structures, rural barge landings, dock, and waterfront infrastructure projects, and certain privately or majority-private owned ferry boats and terminals. It also increases the set-aside of Transportation Alternatives Program (TAP). Small communities will benefit from greater access to TAP funding.



Alternative Fuel Infrastructure

The bill establishes a new discretionary grant program that will provide \$1 billion over 5 years to states and localities to deploy alternative fuel infrastructure. Eligible activities would include building hydrogen, natural gas, and electric vehicle fueling infrastructure along designated highway corridors.

It also requires the White House Council on Environmental Quality to lead an interagency working group to develop a strategy to support the transition of federal vehicle fleets to hybrid-electric vehicles, plug-in electric drive vehicles, and alternative-fueled vehicles.

Resiliency Projects

The bill creates a new grant program to enhance resiliency of roads and bridges, providing \$4.9 billion over 5 years. The formula and discretionary (competitive) funding would enhance protection from natural disasters like wildfires, hurricanes, flooding, and mudslides. It will include both formula and discretionary grant funding. Formula funding would be distributed to states based on current formula share. The discretionary portion would provide \$1 billion over five years or \$200 million annually for resiliency projects. These projects may include those designed to improve resilience in coastal states and improve access to emergency evacuation routes.

It will require the Secretary to work with the Chief of the US Forest Service at the US Department of Agriculture to develop an interagency strategy for the maintenance of roads, trails, and bridges in the National Forest System.

It would create a pilot to provide up to \$5 million annually for local governments to develop multimodal disaster preparedness and response plans.

Carbon Emissions & Congestion Relief

The bill provides \$3 billion in new funding for states over five years for projects that reduce highway-related carbon emissions, to be distributed based on current formula shares. An additional \$500 million in supplemental funding will be available over 5 years for lowering per capita emissions.



The legislation creates a five-year \$370 million discretionary grant program to reduce idling and emissions at port facilities.

It provides supplemental formula and competitive grants for States for improvements that will reduce on-road mobile sources of carbon. This bill provides \$600 million and \$100 million of HTF spending annually for formula and competitive grants respectively.

The legislation will provide \$200 million in discretionary grants for units of State and local government to advance innovative, multimodal solutions to reduce congestion in most congested metropolitan areas. The bill authorizes another new \$200 million program to help states reduce traffic congestion, over five years.

It reauthorizes the *Diesel Emissions Reduction Act* (DERA) program and it authorizes the *Utilizing Significant Emissions with Innovative Technologies* (USE IT) Act to support carbon capture, utilization, and sequestration research.

TIFIA Credit Assistance

It updates the *Transportation Infrastructure Finance and Innovation Act of 1998* (TIFIA) to increase utilization and transparency in the vetting process for projects. It also expands eligibility to include airport projects and transit-oriented development (TOD) projects.

Project Delivery

The legislation would codify the Trump Administration's "One Federal Policy," which has been well received. It would establish a two-year goal for completion of environmental reviews of highway projects. There would be a 90-day timeline for related project authorizations. One environmental document and record of decision would be signed by all participating agencies, and the Department of Transportation would oversee the process through the management of an accountability and tracking system. The Secretary will be required to utilize all available flexibilities available under current law that serve the public interest.

The bill would require the Secretary to develop a template for Federal-State stewardship and oversight agreements developed in accordance with section 106 of title 23, United



States Code. The framework would undergo a robust engagement process with public comment opportunity.

It would require the Secretary to issue a 15 day notice prior to issuance of a waiver for the Buy American requirement for Federal-aid projects.

Planning and Performance

The legislation will provide additional consideration for metropolitan transportation planning requirements to enhance coordination between Metropolitan Planning Organizations (MPOs). The bill will encourage MPOs to make use of social media and web-based tools to encourage public participation in the planning process.

The legislation will eliminate the fiscal constraint requirement for Long Range Transportation Plans for any years beyond the 4-year State Transportation Improvement Plan (STIP) timeframe. As you know, Long Range Transportation Plans are required to be fiscally constrained or limited to transportation projects that could be completed with the level of funding that is reasonably expected to be available. This provision eliminates that requirement for the years of the 20-year horizon beyond the first 4 years.

Workforce Development

States would be encouraged to develop a voluntary human capital plan for short- and long-term personnel and workforce needs with updates every 5 years. It would provide greater flexibility to States to address surface transportation workforce development, training, and education needs to address current workforce gaps. It will also change an existing grant program for educational institutions and State DOTs to provide hands-on career opportunities to meet current and future workforce needs.

Research and Development

The bill creates a pilot program to be administered by the Department to provide data on transportation access to destinations including, but not limited to centers of employment, education, training, government, and health care and child care services. It also requires the Department to conduct a study on travel demand data from States and MPOs to compare forecasts with observed travel.



It requires the Secretary to work with the Transportation Research Board (TRB) to recommend roadway infrastructure upgrades and uniform policies necessary to facilitate the safe deployment of autonomous vehicles and automated driving systems. TRB would also oversee the study of safety benefits from vehicle-to-infrastructure connectivity technologies.

It authorizes a \$12.5 million data integration pilot program focused on the integration of real-time information, including weather conditions, roadway conditions, and information from emergency responders.

It authorizes a \$25 million emerging technology research pilot program to conduct research on advanced and additive manufacturing technologies, as well as research into activities to reduce the impact of automated driving systems and advanced driver automation systems technologies on pavement and infrastructure performance, as well as improve transportation infrastructure design.

It increases funding for the Technology and Innovation Deployment Program to support new and innovative construction technologies for smarter, accelerated project delivery.

Miscellaneous

The legislation will repeal the \$7,569,000,000 rescission in Federal-aid Highway Program contract authority within Section 1438 of the FAST Act.

Next Steps

We hope this overview is helpful. For more information, please see the Chairman's [press release](#), the [bill text](#), a [section-by-section summary](#), and a [fact sheet](#) on the legislation. Please let us know if you have any questions regarding these provisions.

The House Transportation and Infrastructure (T&I) Committee will likely release its draft proposal in response to this development following the August recess. We will continue to monitor next steps in this process.

Please let us know if you wish to engage with lawmakers as we move forward in this process in the days and weeks ahead. We would be glad to share your priorities or concerns.



ITEM C.4.

TCEP Letters of Support

San Joaquin Regional Rail Commission – Stockton Diamond Grade Separation

The project would construct track connections and grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing. Completion of this project would improve the flow of freight through the area, and allow for an increased number of regional passenger rail trains to pass.

TCEP Request - \$100 million

City of Tracy – I-580/International Parkway Interchange

Project includes the reconstruction of the I-580 / International Parkway to DDI interchange.

TCEP Request - \$15.9 million

San Joaquin County – Grant Line Road Realignment

New four lane alignment with roundabouts at Eleventh St/Bird Road.

TCEP Request - \$14.6 million

Port of Stockton – Rail Bridge Replacement Project

Replace existing San Joaquin River rail bridge with new double track bridge.

TCEP Request - \$30 million

Stanislaus County – North County Corridor

The project description was not provided by the time of the agenda packet. Additional information will be provided at the meeting.

TCEP Request \$20 million

Madera County – State Route 99

The project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12 and proposes widening the median from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, increase vertical clearance at one structure, add an auxiliary lane, and upgrade two bridges over creeks.

TCEP Request \$4 million for ROW

Kern County – State Route 46

Improve 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 enhancement project.

TCEP Request - \$10 million

Tulare County – State Route 99

Completing the project for a 10-mile segment of SR 99 in Tulare County, converting temporary lanes to permanent ones to increase capacity.

TCEP Request – TBD



Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

June 26, 2020

RE: San Joaquin Regional Rail Commission (SJRRRC)/California Department of Transportation (Caltrans) FY 2020 Trade Corridor Enhancement Program (TCEP) Grant Application

Dear Mr. Weiss:

The San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council) is writing in support of the SJRRRC/Caltrans FY 2020 TCEP grant application for the Stockton Diamond Grade Separation Project. Funding of this request will allow SJRRRC/Caltrans to leverage other State funds to construct a transformative rail infrastructure project to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness in the San Joaquin Valley and throughout California.

The Stockton Diamond is the busiest, most congested at-grade railway junction in California. The current, at-grade configuration of the track results in significant delays to Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) freight trains serving their nationwide networks and the Port of Stockton, as well as other freight and passenger trains in the area. These delays inhibit the expansion of the Amtrak San Joaquins and Altamont Corridor Express (ACE) service through the Bay Area/Central Valley region and limit the capacity of the Port of Stockton for growth.

SJRRRC/Caltrans are requesting \$100 million in TCEP funding for the construction of the Stockton Diamond Grade Separation Project (\$40 million from statewide TCEP funds and \$60 million from regional corridor TCEP funds). At an estimated total cost of \$237 million, the TCEP award will be matched by additional State funding (SB-132 and ITIP) that have already been secured toward project completion.

Given the many public and private benefits associated with this project for our region, the Policy Council urges the California Transportation Commission to approve SJRRRC's TCEP grant application.

Sincerely,

Chuck Winn
Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Supervisor, San Joaquin County

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(559) 314-6015

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Madera, CA 93637

<http://sjvcogs.org/>

Chair
Supervisor Chuck Winn
San Joaquin County

Vice-Chair
Supervisor Robert Poythress
Madera 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



June 11, 2020

Toks Omishakin
Caltrans Director
1120 N Street
P.O. Box 942873
Sacramento, CA 95814

ITEM C.5.

RE: Comments on SB 743 Implementation


Dear Director Omishakin:


On behalf of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council), we appreciate the opportunity to provide comments on the implementation of SB 743. The Policy Council represents the eight county metropolitan planning organizations and the 62 cities of the San Joaquin Valley on regional transportation and air quality issues. We have serious concerns about the implementation of SB 743, and its potential adverse effects on major goods movement transportation projects, and on housing and transportation cost for our disadvantaged communities.


Under SB 743, Caltrans and other California Environmental Quality Act (CEQA) practitioners, will adopt new guidance for CEQA significance determinations, including identifying the best approach for analyzing vehicle miles traveled (VMT) and induced travel for new projects. This effort stems from SB 743, which established special administrative and judicial review procedures under CEQA for the City of Sacramento's Golden 1 Sports Center. The bill, however, has been construed as providing guidance on reforming transportation and CEQA planning practices statewide, rather than for a specific project.


The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. A significant majority of our agricultural commodities are transported by truck primarily using State Route 99, Interstate 5 and other major east-west corridors. Many of the transportation projects that are currently identified for construction through existing regional sales tax measures will improve these state highways and eliminate dangerous congestion bottlenecks. We have made promises to our voters to work with Caltrans to help fund these regional projects through our sales tax measures. The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.

SB 743 also has an adverse impact on the cost of housing and transportation for our numerous disadvantaged minority communities. Costly VMT mitigation measures to be imposed by jurisdictions on new housing projects from SB 743, and an emphasis on job creation in urban centers,

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will increase, not decrease VMT. As a result, our lower income households will be burdened with additional housing and transportation costs resulting from SB 743.

The Valley's population is currently near 4.35 million residents and has grown by 159 percent since 1980. By 2050, our population will nearly double in size. We need to accommodate this projected growth and are not able to "rise" as a region if we sacrifice economic development through the restrictive and costly measures included in SB 743.

We do not support SB 743; however, we have several solutions to offer for your consideration:

1. Encourage and incentivize teleworking. The COVID-19 pandemic has provided a crash course in demonstrating that technology can be a solution to alleviating traffic congestion, improving air quality and quality of life.
2. Provide greater incentives for the purchase of electric vehicles, installation of charging stations along the state highway system, and retrofit homes to provide the proper charging outlets. This would provide for an immediate, cost-effective solution to improving air quality while enhancing mobility for residents.
3. Continue making investments into passenger rail service. This includes augmenting funding for grade separation projects to enhance safety from cross traffic, ensuring reliability of service, and reducing idling of vehicles at rail intersections. Continued investments to provide cost-effective and frequent service will help ease congestion and improve air quality.
4. Encourage innovation by transit systems to model service after transportation network companies through offering vanpool service, car sharing, and other alternatives rather than traditional bus routes.
5. Ship more containers and goods via freight rail to reduce truck traffic on major arterials such as Highway 99 and Interstate 5. This would greatly enhance safety, slow down road degradation, and alleviate congestion.
6. Provide greater incentives for businesses to locate or expand operations in the San Joaquin Valley. This would reduce GHGs, VMT, and is a greater return on investment than building expensive high-density housing in already densely populated, high-cost metropolitan areas.

Aside from SB 743, we strongly support the climate goals of the State of California and are deeply committed to improvements to passenger and freight rail systems, reductions in greenhouse gas emissions, reasonable reductions in vehicle miles travelled, improvements to walking, biking and other modes of transportation, and support transportation investments aligned with housing and economic development.

Achieving reductions in VMT amid rapid expansion and growth in our region continues to be a major policy discussion as we work to implement the goals of the Climate Investment Program. We will continue to welcome coordination and dialogue with the CARB, Strategic Growth Council, Housing and Community Development, California Transportation Commission, Caltrans and other State partners to address this topic.

We respectfully request that SB 743 be administered for its original purpose, and not be implemented for projects on the state highway system. We welcome the opportunity to have a constructive conversation on our proposed solutions to truly address mutual goals of reducing GHG and enhancing mobility in our region, and throughout our great state.

Thank you for your consideration.

Sincerely,



Chuck Winn

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Supervisor, San Joaquin County

cc: Kate Gordon, Governor's Office of Planning and Research
Mary Nichols, California Air Resources Board
David Kim, CalSTA Secretary

San Joaquin Valley



ITEM C.6.

REGIONAL PLANNING AGENCIES

Overall Work Program Fiscal Year 2020-21



Kern Council
of Governments



Kings County Association of Governments



StanCOG
Stanislaus Council of Governments



Tulare County Association of Governments



Fresno Council
of Governments

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL

MEMBERS AND STAFF, JUNE 2020

Fresno Council of Governments (Fresno COG)

Mayor Amarpreet Dhaliwal, City of San Joaquin

Mayor Pro-Tem Gary Yep, City of Kerman

[Alternate:]

STAFF: Tony Boren, Executive Director – Fresno COG

Kern Council of Governments (Kern COG)

Supervisor Zack Scrivner, Kern County

Councilmember Bob Smith, City of Bakersfield

[Alternate: Councilmember Cathy Prout, City of Shafter]

STAFF: Ahron Hakimi, Executive Director – Kern COG

Kings County Association of Governments (KCAG)

Supervisor Doug Verboon, Kings County

Councilmember Martin Devine, City of Hanford

[Alternate: Supervisor Joe Neves, Kings County]

STAFF: Terri King, Executive Director – KCAG

Madera County Transportation Commission (MCTC)

Supervisor Robert Poythress, County of Madera – **VICE CHAIR**

Supervisor Brett Frazier, County of Madera

[Alternate: Mayor Andrew Medellin, City of Madera]

STAFF: Patricia Taylor, Executive Director – MCTC

Merced County Association of Governments (MCAG)

Supervisor Daron McDaniel, County of Merced

Mayor Mike Villalta, City of Los Banos

[Alternate: Mayor Mike Murphy, City of Merced]

STAFF: Stacie Guzman, Executive Director – MCAG

San Joaquin Council of Governments (SJ COG)

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

Vice-Mayor Dan Wright, City of Stockton

[Alternate: Councilmember Gary Singh, City of Manteca]

STAFF: Andy Chesley, Executive Director – SJ COG

Stanislaus Council of Governments (StanCOG)

Supervisor Vito Chiesa, County of Stanislaus

Councilmember Bill Zoslocki, City of Modesto

[Alternate – Councilmember Jenny Kenoyer, City of Modesto]

STAFF: Rosa Park, Executive Director – StanCOG

Tulare County Association of Governments (TCAG)

Mayor Rudy Mendoza, City of Woodlake

Supervisor Dennis Townsend, County of Tulare

[Alternate – Councilmember Linda Launer, City of Dinuba]

STAFF: Ted Smalley, Executive Director – TCAG

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

INTRODUCTION

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

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

The FY 2020-2021 Valleywide Overall Work Program is a summary document and details major coordinated activities that all eight regional planning agencies are actively engaged in. The Valleywide OWP does not replace the need or requirements of each RPA to conduct their own OWP, rather it is a planning and budgeting tool for shared Valleywide activities.

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

CURRENT VALLEYWIDE MAJOR ACTIVITIES

1. MAJOR HIGHWAYS AND INTERSTATES

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

Lead: Kern COG and MCAG

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

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

Activities for FY 2020-2021:

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

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

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

Lead: TCAG and San Joaquin COG

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

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

Activities for FY 2020-21:

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

3. SAN JOAQUIN VALLEY INTERREGIONAL GOODS MOVEMENT

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

Lead: Fresno COG, TCAG and Kern COG

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

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

related planning grants from Caltrans to continue to identify strategies and recommendations for improving freight movement in the Valley, the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan and the San Joaquin Valley Goods Movement Sustainable Implementation Plan. Both studies were completed in 2017. In 2019, funding was identified for the I-5 Freight ZERO Pilot Study to ascertain the feasibility of utilizing cargo depots and driverless autonomous electric trucks on Interstate 5. Goods movement continues to be a priority for transportation related investments in the region.

Activities for FY 2020-21:

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

4. AIR QUALITY TRANSPORTATION PLANNING AND COORDINATION

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

Lead: San Joaquin COG and StanCOG

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

analysis. Consultation is generally conducted through the San Joaquin Valley Interagency Coordinating Committee (IAC). The IAC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Regional Transportation Planning Agencies (RTPAs) and the Air Pollution Control District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans have members on the committee.

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

Activities for FY 2020-21:

- Monitor state and federal guidance related to air quality transportation planning requirements.
- Conduct conformity determinations to ensure that the Regional Transportation Plan, Federal Transportation Improvement Program (FTIP), and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations.
- Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board as requested.
- Continue to utilize the Interagency Coordinating Committee (IAC) for routine communication and coordination.
- Coordinate with California Air Resources Board staff related to future SCS review template.

5. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS

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

Lead: Fresno COG and San Joaquin COG

California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each MPO to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). A SCS outlines the plan for reducing per capita greenhouse gas emissions by integrating transportation and land use elements.

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

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

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

Activities for FY 2020-21:

- Continue to work with ARB staff on the 2018 RTP/SCS reviews.
- Assist ARB, and other state entities, with fulfilling SB 150 requirements on SB 375 progress reporting, and other guidance or policy documents as needed.
- Continue to implement transportation and land use strategies developed in the 2018 RTP/SCS.
- Start the 2022 RTP/SCS development process.
- Incorporate SB 743 requirements into the RTP/SCS.

6. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENICES AND ENTITIES

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

Lead: TCAG and StanCOG

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

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

Activities for FY 2020-2021:

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

7. VALLEY VOICE ADVOCACY AND POLICY DEVELOPMENT

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

Lead: Valleywide Coordinator, Fresno COG

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

Activities for FY 2020-21:

- Plan and execute “Valley Voice” Washington D.C. visit for September 2020 (note: this activity may be conducted virtually this year due to the COVID 19 pandemic).
- Interview, and meet with, government affairs consultants, CalCOG, legislators, and others, to identify any measures to improve upon our Valley Voice visits.
- Track legislation, communication with legislative offices, letter campaigns and other activities to develop a unified, Valleywide position.
- Develop the Valleywide Legislative Platform (state and federal).
- Facilitate discussions around controversial topics such as water and high speed rail among Regional Policy Council members.
- Plan “Valley Voice” Sacramento visit for early 2021.

8. VALLEYWIDE MODEL IMPROVEMENT PLAN

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

Lead: Fresno COG

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

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

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

Activities for FY 2020-21:

- Continue long-term model improvements.

- Participate in the testing of EMFAC adjustment factors and monitor other EMFAC update activities.
- Continue to research off-model GHG reduction quantification methodology for strategies that can't be modeled by traffic models.
- Continue development and improvement of advanced four step models, tour base models or activity based models in select counties.
- Improve coordination and participation of the Valley model users group.
- Coordinate with SJV Goods Movement planning efforts to develop a framework for a regional freight movement modeling tool.
- Provide VMT analysis assistance for SB 743 implementation.

9. OTHER VALLEYWIDE ACTIVITIES

- **Ecosystems of Shared Mobility Services in the San Joaquin Valley** was funded by ARB in 2017 and was implemented starting in 2018. The \$2.25M grant is for technology improvements, and BEV car sharing in rural areas of four Valley counties. This grant activity is a continuation of the SCS Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley, a Caltrans planning grant administered by MCAG, and conducted by the UC Davis Institute for Transportation Studies. The current project is segmented into Valley Go in the south valley counties of Tulare and Kern for the MIOCAR car sharing program, strategically located at affordable housing communities. Valley Flex and VOGO in the north valley counties of Stanislaus and San Joaquin is implementing technology enhancements (software application) for coordinated interregional transit, as well as coordinated volunteer driver services.
- **Affordable Housing Planning Funds.** The Governors' budget proposal for FY 2019-20 included housing planning funds to the Valley MPOs through the Regional Early Action Planning (REAP) grant program. The Valley MPOs have organized and coordinated activities for this program starting in January 2020. A 24-member working group has been formed and an initial application for \$4.7 million has been submitted to the State of California. Considerable and additional work efforts utilizing this new funding source will commence in earnest in fiscal year 2020-21 thru December 2023, or later. Work efforts will include planning activities in support of the upcoming sixth cycle of the regional housing needs allocation (RHNA) and Housing Element processes, valleywide housing analysis and planning activities, and funding suballocations to local jurisdictions.
- **San Joaquin Valley Policy Conference.** The valleywide conference is held in the spring, at a different location each year, and is coordinated by the host agency. The 2020 conference was to be held in May 2020 at Bass Lake in Madera County. Due to the ongoing coronavirus

pandemic, it was postponed until May 2021. The 2021 conference will be hosted by the Madera County Transportation Commission. The conference is planned by the Valleywide Coordinator, and event coordinator subconsultant, who will work with the host agency for conference implementation. The California Partnership for the San Joaquin Valley is also a contributor to the conference planning and manages the Blueprint Awards.

Past Conferences	Modesto (StanCOG), Fall 2010
	Bass Lake (MCTC), Fall 2011
	Lemoore (KCAG), Fall 2012
	Stockton (SJ COG), Fall 2013
	Visalia (TCAG), Fall 2014
	Tenaya (MCAG), Fall 2015
	Fresno (Fresno COG), Spring 2017
	Modesto (StanCOG), Spring 2018
	Lemoore (KCAG), Spring 2019
	Bass Lake (MCTC, Spring 2021)
Future Conferences	San Joaquin COG, 2022
	TCAG, 2023
	MCAG, 2024
	Fresno COG, 2025
	StanCOG, 2026
	KCAG - 2027
	Kern COG –may be available to host at some time.

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

Directors' Chair

Rotation Schedule

Kings County Association of Governments, 2020-21

Kern Council of Government, 2021-22

San Joaquin Council of Governments, 2022-23

Tulare County Association of Governments, 2023-24

Fresno Council of Governments, 2024-25

Merced County Association of Governments, 2025-26

Stanislaus Council of Governments, 2026-27

Madera County Transportation Commission, 2027-28

FISCAL YEAR 2020-21 BUDGET

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

SJ COG is the fiscal agent for Air Quality Planning. In FY 2020-21, the Kings County Association of Governments will provide funding for the Air Quality Planning conducted by Trinity Consultants.

Fresno COG is the fiscal agent for Valley Voice, and the Valleywide Coordinator contract.

Fresno COG is also the fiscal agent for the San Joaquin Valley Regional Early Action Planning (REAP) program, an eight-county program for housing planning activities (page 11). In fiscal year 2020-21, \$4.7 million from the initial application to the state, and \$5.5 million from a subsequent application are expected. A 24-member working group established by California statute, the San Joaquin Valley Regional Early Action Planning (REAP) Committee, has budgetary authority over REAP funding.

Valleywide Activities			Air Quality Planning ⁽²⁾	Valley Voice ⁽³⁾	Valleywide Coordinator ⁽⁴⁾	Total FY 2020-21
MPO Share By Population ⁽¹⁾						
Fresno	1,023,358	23.5%	\$11,769	\$3,125	\$31,778	\$46,672
Kern	917,553	21.1%	\$10,553	\$3,125	\$28,492	\$42,170
Kings	153,608	3.5%	\$1,767	\$3,125	\$4,770	\$9,662
Madera	158,147	3.6%	\$1,819	\$3,125	\$4,911	\$9,855
Merced	283,521	6.5%	\$3,261	\$3,125	\$8,804	\$15,190
San Joaquin	773,632	17.8%	\$8,897	\$3,125	\$24,023	\$36,045
Stanislaus	557,709	12.8%	\$6,414	\$3,125	\$17,318	\$26,857
Tulare	479,977	11.0%	\$5,520	\$3,125	\$14,904	\$23,550
Total FY 2020-21	4,347,505	100.0%	\$50,000	\$25,000	\$135,000	\$210,000

(1) CA DOF, January 1, 2020 estimates

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

(3) No PL Funds, cost for Valley Voice is apportioned equally (not by population). Amount may be lower if travel restrictions are in place due to the coronavirus.

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

Meeting Calendar FY 2020-2021

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

2020						
July						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
August						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
September						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
October						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
November						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
December						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
2021						
January						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
February						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						
March						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
April						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
May						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
June						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

	Executive Directors' Committee Meetings
	ZOOM Conference - Washington DC Valley Voice (Sep 9, 2020)
	Regional Policy Council Meetings (Jan 15, 2021 & June 25, 2021)
	Pre Valley Voice Phone Conference (Aug 21, 2020 & Feb 26, 2021)
	Annual Policy Conference (May 19-21, 2021, Bass Lake, Madera)
	Sacramento Valley Voice (March 2021, actual date TBD)

July 9 - ZOOM Conference
 Aug 6 - ZOOM Conference
 Sep 3 - ZOOM Conference
 Oct 1 - ZOOM Conference
 Nov 5 - ZOOM Conference
 Dec 3 - ZOOM Conference
 Jan 7 - ZOOM Conference or Fresno
 Feb 4 - ZOOM Conference or Visalia
 March 4 - ZOOM Conference or Modesto
 April 1 - ZOOM Conference or Lemoore
 May 6 - ZOOM Conference or Madera
 June 3 - ZOOM Conference or Merced



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

April 24, 2020

Mr. Toks Omishakin
Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

ITEM C.9.

Subject: California Safety Performance Target Achievement Determination

Dear Mr. Omishakin

The Federal Highway Administration (FHWA) has completed the target achievement assessment for the 2018 safety performance targets, based on the 5-year averages for 2014 to 2018. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. The baseline performance is the 5-year average ending with the year prior to the establishment of the target, which is 2012 to 2016.

Based on the review of your safety performance targets and data, it appears that California *has not* met or made significant progress towards achieving its safety performance targets. The below table provides a summary of the target achievement determination.

Table: California Safety Performance Target Achievement Determination Summary

PERFORMANCE MEASURE	2014-2018 TARGET	2014-2018 OUTCOME	2012-2016 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	3,590.8	3,554.6	3,279.8	Yes	N/A	NO
Rate of Fatalities	1.029	1.044	0.984	No	No	
Number of Serious Injuries	12,823.4	13,301.0	11,544.6	No	No	
Rate of Serious Injuries	3.831	3.900	3.466	No	No	
Number of Non-Motorized Fatalities & Serious Injuries	4,271.1	4,122.8	3,788.8	Yes	N/A	

If you believe this determination was made in error, additional compelling information may be submitted by May 8, 2020, to the FHWA Division Office for reconsideration.

For more information on the calculations and data used for computing the target achievement assessment, please refer to the guidance: FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment.

Thank you for your efforts in continuing to plan and program safety projects that aim to reduce fatalities and serious injuries on your State's roadways.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Vince Mammano', with a long horizontal flourish extending to the right.

Vince Mammano
Division Administrator