San Joaquin Valley Regional Planning Agencies’ Directors’ Committee

Meeting Agenda
Thursday, May 6, 2021
Time: 10:00 a.m.

ZOOM CONFERENCE MEETING
Meeting ID: 842 0975 9657
Passcode: 764415
https://us02web.zoom.us/j/84209759657?pwd=VVVDZXdjArZFNiMnFQd0oxb0F1Zz09
Phone only: 1 (669) 900 9128

APPROVAL OF MINUTES

1. April 1, 2021 Directors’ Meeting
   Terri King

DISCUSSION/ACTION ITEMS:

2. MPO Activity During Coronavirus
   Terri King

3. RTP/Sustainable Communities Strategies/Air Quality
   Update and Discussion
   Ryan Niblock

4. CAPTI and Mobile Source Rule
   Discuss and Provide Direction to Staff
   Rob Ball
   Kristine Cai/Ryan Niblock

5. California Transportation Funding
   Program and Project Funding Updates:
   • Trade Corridor Enhancement Program (SJCOG & MCAG)
   • Solutions for Congested Corridors Program (Fresno COG)
   • State Transportation Improvement Program
   Terri King

Enclosure
6. Pending California Legislation
   Update and Discussion
   Michael Sigala

7. SJV REAP Committee for Housing
   a. Receive Update
   Michael Sigala
   Robert Phipps
   b. Discuss and Consider Approving Revised Funding Guidance
   Tony Boren

8. DOE Grant Opportunity to Expand Rural EV Car Sharing
   Carole Rodier PHD, UC Davis ITS, will present concept for Director approval

9. FY 2021-22 Valleywide OWP
   Discuss and Consider Approving
   Michael Sigala

10. June 25th Regional Policy Council Meeting
    Discuss Meeting Topics
    Michael Sigala

INFORMATIONAL ITEMS
The following items are for informational purposes and require no action or vote.

11. Caltrans Directors’ Report
    Diana Gomez/Dennis Agar

12. California High Speed Rail
    Garth Fernandez/Toni Tinoco

13. San Joaquin JPA for Passenger Rail
    Dan Leavitt

14. Valley GO (MioCar) and Valley Flex (Vamos & VoGo)
    Michael Sigala

15. California Partnership for the San Joaquin Valley
    Eduardo Gonzalez

OTHER ITEMS

16. Director Items

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

ADJOURN MEETING
Directors Only Closed Session

Next Directors’ Meeting: Thursday, June 3, 2021

Americans with Disabilities Act (ADA) Accommodations The meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at (559) 266-6222, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting. At this time, all meetings will be conducted via Zoom until further notice.
Meeting Minutes

Thursday, April 1, 2021

Time: 10:00 a.m.

Meeting Location:

ZOOM CONFERENCE CALL MEETING

<table>
<thead>
<tr>
<th>Directors</th>
<th>MPOs</th>
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<tr>
<td>Terri King - Chair</td>
<td>Kings County Association of Governments</td>
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<tr>
<td>Ahron Hakimi</td>
<td>Kern Council of Governments</td>
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<td>Patricia Taylor</td>
<td>Madera County Transportation Commission</td>
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<td>Rosa Park</td>
<td>Stanislaus Council of Governments</td>
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<td>Tony Boren</td>
<td>Fresno Council of Governments</td>
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<td>Stacie Guzman</td>
<td>Merced County Association of Governments</td>
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<td>Ted Smalley</td>
<td>Tulare County Association of Governments</td>
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<td>Diane Nguyen</td>
<td>San Joaquin Council of Governments</td>
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Please see Appendix A for a list of other attendees

APPROVAL OF MINUTES

1. March 4, 2021 Directors’ Meeting

There was a motion to approve the March 4, 2021 Directors’ Committee Minutes.

First Motion: Ahron Hakimi
Second Motion: Ted Smalley
Motion Carried

Terri King
DISCUSSION/ACTION ITEMS:

2. MPO Activity During Coronavirus
   T. King
   Madam Chair Terri King noted Kings County is still in red tier and will open their office when they drop to orange. Stacie Guzman noted that Merced County is one of the last counties in purple tier. They are working with limited staff but starting Monday executive staff will return. No other updates were provided.

3. Draft 2021 Interregional Transportation Strategic Plan (ITSP)
   Scott Sauer, Caltrans Office Chief for Multi-Modal System Planning, provided a presentation on the Interregional Transportation Strategic Plan (ITSP). Scott reviewed the California Regions and Strategic Interregional Corridors, Priority Interregional Facilities, implementation, and funding opportunities. He briefly discussed CAPTI and went over strategies and identified objectives. In August, the Draft 2021 ITSP will be released for public comment and workshops will begin. The final ITSP will be presented to the CTC in December. Ahron Hakimi had comments about I-40 and investments on SR 46 and gap funding for those projects. Ted Smalley echoed similar comments and further discussion ensued.

4. RTP/Sustainable Communities Strategies/Air Quality
   R. Niblock
   Ryan Niblock reported Kings County is nearing approval of its 2018 SCS and Merced County has submitted its last set of files. Fresno received approval of a TCM substitution. The 2022 RTP conforming modeling documents will be circulated later this month. EMFAC 2014 is expected to switch to EMFAC 2017 on August 15. Valley and SCAG staff are coordinating a joint meeting for May.

5. Remnant SR 99 Bond Savings
   T. Smalley
   Ted Smalley noted Delano North SHOOP project has 13.5 miles of temporary lanes and needs $25-$30 million to convert those lanes to permanent. There is roughly $18-$25 million remaining of the SR 99 Saving Bond money. There would be to be letter needed from the directors making the request.

   There was a motion to use the remaining funds from the SR 99 Bonds Savings to convert the lanes to permanent.
   
   **First Motion:** Ahron Hakimi
   **Second Motion:** Stacie Guzman
   **Motion Carried**

   T. King
   Terri King briefly reviewed the NARC summary for the American Rescue Plan, which was emailed to all the directors previously. Ted Smalley recommended backing Patricia Taylor’s earmark request for SR 99 to Congressman Jim Costa. Patricia noted that Madera has received letters of support for their project. Terry King requested a Valleywide list of submitted request for all earmarks or any request for the Reauthorization Bill. Kings Transit Center and Merced YARTS are also seeking earmarks. Bill Higgins noted $25 billion available for eclectic vehicles will be for bus retrofits, maybe for YARTS. State shares are unknow at this time and transportation is on a five-year plan. Michael Sigala noted an estimated eight thousand EV chargers are coming to the Valley. There were additional comments regarding funding.

7. California Transportation Funding
   T. King
   **Program and Project Funding Updates:**
   - Trade Corridor Enhancement Program (SJCOG & MCAG)
     Ted Smalley recommends bringing modelers together for recommendations in anticipation of this program.
• **Solutions for Congested Corridors Program (Fresno COG)**
  There was no update provided.

• **State Transportation Improvement Program**
  Terri King noted the CTC released the criteria for availability of federal funds. The CTC adopted the STIP formula criteria for a mid-cycle STIP. Ryan Niblock noted project nominations for the mid-cycle STIP are due by April 23.

8. **Pending California Legislation**
   M. Sigala
   Michael Sigala briefly reviewed various California bills pending legislation: 1) AB 106 (Salas) Regions Rise Together Grant Program, 2) SB 261 (Allen) Regional Transportation Plan: Sustainable Communities Strategies, 3) AB 786 (Cervantes) California Transportation Commission: Executive Director, 4) SB 542 (Limon) Zero-Emission Vehicles: Fees, and 5) SB 475 (Cortese) Transportation Planning: Sustainable Communities Strategies. Discussion ensued with Bill Higgins from CalCOG offering additional information on these bills.

9. **SJV REAP Committee for Housing**
   R. Phipps/M. Sigala
   Robert Phipps recapped the annual report that was submitted to HCD. HCD would like to see fifty percent of expenditure before releasing funds in the next round. There are ongoing negotiations around how allocated funds are released and distributed. Michael Sigala noted Mintier Harnish is currently working on the housing report. Jim Harnish from Mintier Harnish will be reaching out to all the districts as they conduct their survey. The next REAP meeting will be in June to go over existing conditions to date from the housing report, and to review the Valleywide activity budget.

10. **FY 2021-22 Valleywide OWP**
    M. Sigala
    Michael Sigala reviewed the Valleywide major activities from last year’s OWP and asked for suggestions to this year’s program. Stacie Guzman had a comment on the year-round legislative support in terms of the budget.

11. **I-5 Freight ZERO Pilot Study**
    A. Hakimi
    No update was provided at this time

**INFORMATIONAL ITEMS**

12. **Caltrans Directors’ Report**
    D. Gomez/D. Agar
    Michael Navarro, District 6 Director, noted that they are continuing to work remotely. They released the Strategic Plan that identified six goals and they are working with district to support those goals. The Caltrans Planning Grants have been sent out for scoring and expect awards to be announced in June. Request for letters of support have been received for all the earmark projects. The NOFA for BUILD is expected to come out this month. Caltrans is targeting an in person summit in September centrally located. Marlon Regisford, District 10, noted that they received ten submissions for the Planning Grant and twelve requests for letters of support. The Caltrans Active Transportation Plan draft was released and invitations will be sent out for review.

13. **California High Speed Rail**
    G. Fernandez
    No update was provided at this time.

14. **San Joaquin JPA for Passenger Rail**
    D. Leavitt
    Dan Leavitt noted the High Speed Rail Business Plan was approved last week. The next JPA board meeting is on May 21. The San Joaquin JPA has been the highest ridership in terms of service throughout the country. Considering the reduction in service they have managed to hold about forty percent ridership.
15. Valley GO (MioCar) and Valley Flex (Vamos & VoGo)  
   Michael Sigala will send an update via email  
   M. Sigala

16. California Partnership for the San Joaquin Valley  
   No update was provided at this time  
   E. Gonzales

OTHER ITEMS

17. Director Items  
   Ted Smalley suggested inviting Darwin Moosavi, Egon Terplan and Kate Gordon back quarterly.

18. Public Presentations for Items not on Agenda

   Meeting Adjourned at Approximately 12:11 P.M.

Appendix A – Additional Meeting Participants

<table>
<thead>
<tr>
<th>Individual(s)</th>
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<tbody>
<tr>
<td>Michael Sigala</td>
<td>Valleywide Coordinator, Sigala Inc</td>
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<tr>
<td>Ryan Niblock</td>
<td>San Joaquin Council of Governments</td>
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<td>Michael Navarro</td>
<td>Caltrans District 6</td>
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<td>Matt Fell</td>
<td>Merced County Association of Governments</td>
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<td>Kristine Cai</td>
<td>Fresno Council of Governments</td>
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<td>Jeff Findley</td>
<td>Madera County Transportation Commission</td>
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<td>Dylan Stone</td>
<td>Madera County Transportation Commission</td>
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<td>Bill Higgins</td>
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<td>Robert Phipps</td>
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<td>Dan Leavitt</td>
<td>San Joaquin JPA</td>
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<td>Meg Prince</td>
<td>Fresno Council of Governments</td>
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<td>Tom Jordan</td>
<td>San Joaquin Valley Air Pollution Control District</td>
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<td>Isael Ojeda</td>
<td>Stanislaus Council of Governments</td>
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<td>Elisabeth Hahn</td>
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<td>Roberto Brady</td>
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<td>Steve Ingoldsby</td>
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<td>Marlon Regisford</td>
<td>Caltrans District 10</td>
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<td>Branden Duran</td>
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<td>Becky Napier</td>
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<td>Derek Winning</td>
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<td>Christine Corrales</td>
<td>San Joaquin Council of Governments</td>
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<tr>
<td>Scott Sauer</td>
<td>Caltrans HQ</td>
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<tr>
<td>Egon Terplan</td>
<td>Senior Advisor to Governor Newsom</td>
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<td>Toni Tinoco</td>
<td>High Speed Rail</td>
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<td>Isael Ojeda</td>
<td>Stanislaus Council of Governments</td>
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TO: SJVRPA Director’s Committee

FROM: Rob Ball, Kern COG
Kristine Cai, Fresno COG
Ryan Niblock, San Joaquin COG
Robert Phipps, Fresno COG

SUBJECT: CAPTI & mobile source rule development comment: shifting from a GHG reduction goal to VMT: rural, small and mid-sized community impacts

DESCRIPTION:

Recent discussions with state agency staff indicate a shift away from the GHG reduction goal to VMT reduction, which will result in impacts to rural, small and mid-size communities, including those with disadvantaged populations.

DISCUSSION:

CalCOG and the Strategic Growth Council have been hosting MPO/state meetings on a variety of issues, such as the Climate Action Plan for Transportation Infrastructure (CAPTI) and the mobile source reduction rule update. State agency staff and the Legislature are proposing a shift from GHG to VMT reduction. They maintain that focusing solely on zero-emission vehicle (ZEV) technology will not achieve the state’s new “carbon neutral” goal. Valley MPO staff foresee several issues with this change in state policy and recommend the SJV Policy Council prepare a letter to the appropriate state agencies to document the following issues:

1) VMT in rural growth areas may get worse before it gets better – Changing telecommuting norms brought on by COVID are enabling household migration to more
rural areas on a mass scale. Rural areas average double the VMT per person than that of urban areas (see map).

Focusing on a one-size-fits all VMT reduction policy could adversely penalize rural disadvantaged areas that do not have alternative modes available to help reduce their VMT. Historically, rural areas do not commute downtown for their jobs, but outward in a dispersed pattern to rural resource areas such as ag fields, prisons, military bases and oil fields. Shopping and service trips are often much longer for rural residents.

Rural communities need economic development opportunities that will allow them to eventually capture these shopping/service trips locally and establish a convenient rural transit node. While telecommuting ex-urbanites may help reduce travel in these communities when they migrate, accessing shopping/service amenities over longer distances will garnish some of the VMT benefit from telecommuting. Instead of focusing in VMT reduction in rural areas, a GHG reduction goal would allow residents to focus on clean tech that will mitigate their long commute times.

Furthermore, because of their higher commute costs, rural residents already use carpool and vanpool options at much higher rates than in urban areas, making VMT reduction from increased vanpooling more difficult. For example, nearly 50 percent of Kern’s vehicle traffic is already at two-plus occupancy (more than double the national rate) and has been so for decades, without any HOV system to incentivize carpooling.

2) **Congestion-pricing/VMT fee has a disproportionate impact on low-congestion/rural & mid-size communities** - Rural communities should receive a break on any passenger vehicle VMT-reduction strategies like congestion-pricing or a VMT fee. The state should focus VMT reduction in areas with an urban population density that supports high-quality transit. Where there is no convenient transit, the state should help communities grow to a critical mass to where they can support more efficient transit modes and essential shopping and medical services. A statewide policy that focuses only on VMT reduction means rural communities may never be able to grow large enough to reduce their above-average VMT. Additionally, rural communities comprise a small percentage of the state’s total population, so their impact on state VMT goals is relatively minor.

3) **Impacts on Large Families** – Rural communities often have larger families than urban communities, making the cost of individual transit fares less economical when compared to owning their own vehicles. A transit option may be economical when traveling alone, but less so when traveling with a large family, even when the fare is subsidized. Any VMT reduction policy should incorporate a per passenger VMT variable. Regions with already high vehicle-occupancy will not likely be able to make much headway in reducing VMT by increasing vehicle occupancy because their vehicles are already near capacity. Giving credit to regions that have high vehicle occupancies may be one way to mitigate some of the impacts on rural disadvantaged communities.

4) **Congestion- Pricing/VMT fee on trucks instead of cars can work in both rural and urban areas, avoiding direct financial impacts to disadvantaged households** - Exploring a congestion-pricing/VMT fee on commercial goods movement instead of

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1. [California Average household size by County (indexmundi.com)](https://www.indexmundi.com)
passenger vehicles makes more sense in uncongested rural/mid-sized areas. One commercial truck fully loaded is equivalent to the wear-and-tear created by 9,600 cars. A commercial VMT fee in rural areas could at least address trucking’s share of the wear-and-tear on highways, which is as high as 80% on major rural truck routes. While trucks already pay mileage and weight fees, a more accurate system for calculating trucking’s fair share to repair road damage is a step in the right direction as diesel tax revenue shrinks with the growth of alt fuel/electric trucks. The commercial VMT fee avoids direct financial impacts on rural disadvantaged households. The pricing/fee could also be higher on congested routes, and provide an additional incentive to ship goods via rail through a system of connected inland container ports.

5) VMT-reducing transportation projects will not be able to address the increased commuting impact of Bay Area residents relocating into the northern San Joaquin Valley and Angelenos. Particularly as a result of COVID-related migration, this is a factor over which the SJV should not be penalized. Furthermore, the Valley’s opportunities for economic development should not be unfairly stunted by a shift to VMT considering the degree to which large-scale distribution centers located in the Valley are solving logistics problems for both the private sector (plentiful land with easy access to major metro areas) and government (property tax and job generators). Focusing instead on reducing GHG through fleet electrification achieves the state’s climate change goals without compromising the Valley’s economy.

6) VMT is becoming a less effective metric for measuring public health impacts related to climate change. Shifting focus away from GHG and towards VMT is counterintuitive with regard to health impacts if the goal is to reduce respiratory disease effects. These becomes even more so as vehicles convert to electric.

7) GHG Monitoring Network – VMT and EMFAC have been used as a proxy for estimating GHG emissions under SB 375. To make serious progress on GHG we need to be monitoring GHG levels, including GHG drift from Asia. The air basin for GHG is global, so monitoring should be as well. Limiting VMT for the sake of GHG reduction may not be nearly as effective when we consider GHG emissions drift from as far away as Asia. China accounts for 30% of GHGs produced globally, whereas the U.S is 15% and California, at 10% of the nation’s population is likely less than 2% of the global GHG emissions. GHG monitoring needs to consider other gases such as methane and water vapor to truly get a handle on top strategies to meet our GHG reduction goals.

**ACTION:**

Instruct staff to draft a letter about the issue for the SJVRPA Chair’s signature.

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2 Truck Weight and Its Effect on Highways (gao.gov)
Priority and Active Bills to Watch, Support or Oppose

AB 1147 (Friedman) Regional Transportation Plan: Active Transportation Program (Watch)
This bill would require the Strategic Growth Council to convene key partners to assist the council in completing an overview of the California Transportation Plan and all sustainable communities strategies on how implementation will influence the statewide integrated multimodal transportation system, including to assess barriers to achieving state and regional greenhouse gas emissions reduction targets, and vehicle miles traveled reductions. It would allow two or more Valley MPOs to work together to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. It would create the Sustainable Communities Strategy Block Grant Program administered by the Strategic Growth Council in collaboration, with the Air Resources Board, to provide planning and block grants to each MPO with an approved 2035 Target Action Plan, and require each MPO submit data to the state board that delineates how transportation funds have been spent in relation to the sustainable communities strategy, including the amount of transportation funding committed and spent for each transportation mode and the correlation between transportation spending and any increase or decrease in vehicle miles traveled. Funding will be prioritized for project investments in historically underserved and low-income communities. The bill includes provisions for supporting the “15-minute city” policy. The bill was moved to the Assembly Appropriations Committee on April 14th.

AB 106 (Salas) Regions Rise Grant Program (Watch/Support)
This bill would establish the Regions Rise Grant Program within the Office of Planning and Research to support an inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive
strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define "region" as a geographic area composed of one or more counties and cities that form a functional economy. Requires OPR to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. The bill would define an eligible applicant as a regional collective composed of a diverse set of public and private stakeholders who organize themselves around one or more community challenges or priorities impacting a region and meet certain requirements. The bill would require OPR, upon appropriation by the Legislature, to issue grants to qualified regional collectives, as specified. *Establishment of a steering committee, inclusiveness of historically underrepresented persons, and having a transparent public process were amended into the bill.* California Forward is an active participant in this bill. The bill was moved to the Assembly Appropriations Committee on April 29th.

**SB 640 (Becker) Transportation financing: jointly proposed projects (Support)**
Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds.

This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties’ apportionments of those funds, as specified. The bill would require that funds apportioned jointly to cities and counties be available for expenditure for three full fiscal years after the apportionment. The bill was moved to the Senate Appropriations Committee on April 13th.

**AB 1499 (Daly) Design-Build: Highways (Support)**
Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely. The bill was moved to the Assembly Appropriations Committee on April 5th.
Not Too Active or Supported Bills on the Watch List

SB 475 (Cortese) Transportation Planning: Sustainable Communities Strategies (Oppose, two-year bill)
Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan’s consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

SB 261 (Allen) Regional Transportation Plans: Sustainable Communities Strategies (Oppose, two-year bill)
This bill makes five significant changes the development of the sustainable communities strategy (SCS) within the regional transportation plan. First, it extends the duration of the target setting from 2035 to 2050. Second, it adds a second target (VMT) that would also have to be achieved. Third, it adds a new target year, 2045, to be in line with the governor’s “net zero” carbon objective. Fourth, it allows ARB greater discretion to comment and approve (or disapprove) of strategies within an SCS. Finally, it requires local governments to report certain metrics to the MPO as it relates to land use implementation strategies. Fresno COG is on record as opposing citing the bill as an “unnecessary intrusion into, and a usurping of local authority over transportation and land use planning and decision making.” CalCOG and Fresno COG cite the Draft Mobile Source Strategy as points where CARB and the MPOs could work cooperatively to improve MPO/CARB relationships and help achieve state GHG and VMT reduction goals. This is now a two-year bill along with SB 475

AB 786 (Cervantes) California Transportation Commission: Executive Director (Oppose)
Requires the CTC executive director to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

SB 542 (Limon) Zero-Emission Vehicles: Fees (Oppose)
Eliminates the $100 ZEV fee established by SB1. CalCOG opposes based on concern that such vehicles pay a fair share to maintain the system.

REQUESTED ACTION:
Information and discussion. Consider taking a position as appropriate.
San Joaquin Valley REAP Update  
May 6, 2021

- A Request for Proposals (RFP) was issued on April 9th for additional valleywide activities. The RFP was sent to the nine shortlisted consultants. A question and answer session was held on April 19th. The deadline to submit proposals is May 7, 2021.

- The Directors met on April 15th to further discuss funding policies for the distribution of REAP funds. A revised funding guidance memo is included in the agenda packet for the May 6th Directors’ meeting.

- Work efforts continue on the Comprehensive Housing Report. Stakeholder, Director, and jurisdictional surveys have commenced. A meeting with HCD was held on April 22nd to discuss existing conditions data availability and the next round of RHNA.

- The monthly REAP TAC meeting was held on April 13th. Discussion centered on additional information needed from HCD for the third and final REAP funding application, and on RHNA coordination. A RHNA subcommittee was formed to coordinate on RHNA allocation methodologies, consistent with state planning goals.

- The next REAP Committee (working group) meeting has been scheduled for Friday, June 25, 2021 at 10:30 am. Major agenda items will be: 1) receive presentation on Existing Conditions, 2) approve “valleywide” budget, and 3) engage with the housing report consultants on a discussion of housing issues, barriers and best practices.

- Website changes are currently being made to the REAP landing page: [www.sjvcogs.org/reap](http://www.sjvcogs.org/reap). The site will undergo considerable content enhancements to include sections on: About REAP, REAP Committee, Technical Assistance, Workshops, Case Studies, Housing Report deliverables, Housing Elements and RHNA, HCD resources, and more.

- Marketing production work is underway to develop a SJV REAP logo, newsletter templates, letterhead, event flyer template, and other materials to bring consistency to the program. These changes will also be incorporated into the new REAP web page(s).
San Joaquin Valley Regional Early Action Planning for Housing
REGIONAL PLANNING AGENCY FUNDING GUIDANCE
Revised Version – May 6, 2021

Background
The Local Government Planning Support Grants Program (AB 101) was established to provide regions and jurisdictions with one-time grant funding for planning activities to meet the sixth cycle of the Regional Housing Needs Allocation (RHNA), and to spur affordable housing production. A total of $18,975,323 in Regional Early Action Planning (REAP) grant funds is available to the eight San Joaquin Valley regional planning agencies.

The San Joaquin Valley Regional Early Action Committee for Housing (SJV REAP Committee), required by statute, will help guide the Valley’s REAP planning efforts. The SJV REAP Committee comprises 24 members of the San Joaquin Valley regional planning agencies, cities, counties and community members. The SJV REAP Committee meets two to four times a year. The San Joaquin Valley Regional Planning Agencies’ Directors’ Committee will also advise the SJV REAP program implementation process.

Overview
The Fresno Council of Governments is the fiscal agent for this regional effort. There are three primary work areas highlighted below:

- RHNA (Regional Housing Needs Allocation) - Developing an improved methodology for the distribution of the sixth cycle RHNA.
- Suballocations to jurisdictions – Providing grants to accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.
- Valleywide activities and deliverables – Conducting a comprehensive housing report, regional planning and coordination, program implementation, technical assistance, and other activities. REAP program administration, agreements, consultants, outreach, communication, and other administrative and program management duties.

RHNA and jurisdictional suballocations will primarily be conducted at the regional planning agency level, with each regional planning agency receiving a pro-rata share of funding for developing and implementing its RHNA process, and for distributing and coordinating the jurisdictional suballocations. Please reference the attached REAP Summary Funding Table for additional information.

The SJV Housing Program Manager (Sigala Inc.) and Fresno COG will lead the Valleywide planning efforts in coordination with the SJV REAP Committee, the Directors’ Committee, staff at the regional planning agencies, and other partners.
Distribution Process (initial funding)

Fresno COG, on behalf of the San Joaquin Valley, has received $10.2 million of initial funding (REAP applications one and two) for the SJV REAP process. The initial funding is being made available to the San Joaquin Valley as “front loaded” grant funds for immediate distribution. This is not typical of state planning grant funding, which is traditionally provided on a reimbursable basis. The SJV REAP Committee has approved a pro-rata funding allocation methodology for the initial funding amount.

Breakdown of Initial Funding

<table>
<thead>
<tr>
<th>Organization</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fresno Council of Governments</td>
<td>$1,114,737.62</td>
</tr>
<tr>
<td>Kern Council of Governments</td>
<td>$1,001,370.41</td>
</tr>
<tr>
<td>Kings County Association of Governments</td>
<td>$168,949.28</td>
</tr>
<tr>
<td>Madera County Transportation Commission</td>
<td>$172,885.65</td>
</tr>
<tr>
<td>Merced County Association of Governments</td>
<td>$310,394.79</td>
</tr>
<tr>
<td>San Joaquin Council of Governments</td>
<td>$845,097.40</td>
</tr>
<tr>
<td>Stanislaus Council of Governments</td>
<td>$607,250.45</td>
</tr>
<tr>
<td>Tulare County Association of Governments</td>
<td>$523,145.14</td>
</tr>
</tbody>
</table>

Subtotal $4,743,830.75

Funding for Valleywide work efforts* $(including Fresno COG administrative cost)$

Total $5,475,000.00

Total $10,218,830.75

*$1 million of Valleywide funding is to be transferred to regional planning agencies for supplemental RHNA planning. See below, “Supplemental RHNA Planning Funds.”

Each regional planning agency is responsible, through their respective boards, to determine funding amounts and policies for RHNA planning and jurisdictional suballocations. Fresno COG, the SJV Housing Program Manager, and staff at the eight regional planning agencies will coordinate and further develop policies and guidance for RHNA and suballocation disbursements across the region, as needed.

Initial funding distributions at the regional planning agency level should prioritize direct suballocations to jurisdictions, consistent with the policy direction as approved by the SJV REAP Committee and the amounts approved in first REAP funding application. Fresno COG advises that regional planning agencies generally adhere to the jurisdictional allocation amounts approved by the State of California in the first REAP application submittal. Those amounts are detailed in the table below and in the attached REAP Summary Funding Table.

Each regional planning agency may use up to five percent (5%) of funding for program administration (reporting, invoicing, etc.). Project management (staffing) can reasonably be used for program implementation outside of the five percent administration figure. Fresno COG
advises that administration and project management costs come out of the RHNA Planning amounts and not the jurisdictional suballocation amounts.

**Supplemental RHNA Planning Funds**

Due to the limited pro-rata RHNA planning shares, $1 million of Valleywide funding will be apportioned equally to each regional planning agency in the amount of $125,000.

Combined breakdown of initial and supplemental funding amounts for RHNA planning and jurisdictional suballocations:

<table>
<thead>
<tr>
<th></th>
<th>RHNA Planning</th>
<th>Suballocations</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fresno Council of Governments</td>
<td>$477,480</td>
<td>$762,257</td>
<td>$1,239,738</td>
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<tr>
<td>Kern Council of Governments</td>
<td>$441,633</td>
<td>$684,737</td>
<td>$1,126,370</td>
</tr>
<tr>
<td>Kings County Association of Governments</td>
<td>$178,422</td>
<td>$115,527</td>
<td>$293,949</td>
</tr>
<tr>
<td>Madera County Transportation Commission</td>
<td>$179,666</td>
<td>$118,219</td>
<td>$297,886</td>
</tr>
<tr>
<td>Merced County Association of Governments</td>
<td>$223,147</td>
<td>$212,248</td>
<td>$435,395</td>
</tr>
<tr>
<td>San Joaquin Council of Governments</td>
<td>$392,220</td>
<td>$577,877</td>
<td>$970,097</td>
</tr>
<tr>
<td>Stanislaus Council of Governments</td>
<td>$317,013</td>
<td>$415,238</td>
<td>$732,250</td>
</tr>
<tr>
<td>Tulare County Association of Governments</td>
<td>$290,419</td>
<td>$357,727</td>
<td>$648,145</td>
</tr>
<tr>
<td></td>
<td>$2,500,000</td>
<td>$3,243,831</td>
<td>$5,743,831</td>
</tr>
</tbody>
</table>

Please reference the attached REAP Summary Funding Table for additional information.

**Use of Funds**

The region, and regional planning agencies, shall establish priorities and use funding to increase housing planning and accelerate housing production. The following are eligible activities:

- RHNA planning activities including developing an improved methodology for the distribution of the sixth cycle RHNA.
- Providing jurisdictions and other local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents, expediting application processing, and other actions to accelerate additional housing production.
- Covering the costs of administering any programs.
- Suballocating moneys directly and equitably to jurisdictions or other subregional entities in the form of grants, to accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.
- A jurisdiction that receives a suballocation of funds shall only use that suballocation for housing-related planning activities, including, but not limited to, the following:
- Technical assistance in improving housing permitting processes, tracking systems, and planning tools.
- Facilitating technical assistance between jurisdictions.
- Establishing regional or countywide housing trust funds for affordable housing.
- Performing infrastructure planning, including sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents.
- Performing feasibility studies to determine the most efficient locations to site housing.
- Performing feasibility studies for affordable housing projects on surplus properties owned by school districts of county offices of education.
- Covering the costs of temporary staffing or consultant needs associated with the activities described above.

The following are ineligible activities:

- Activities unrelated to accelerating housing production.
- Activities unrelated to preparation and adoption of planning documents, and process improvements to accelerate housing production.
- Activities that obstruct or hinder housing production.
- Capital financing, operation or funding related to programs of individual housing development projects.
- Administrative costs of persons employed by the grantee for activities not directly related to the preparation and adoption of the proposed Activity or Activities.

**Distribution Process (remaining funds)**

The remaining funds for Valley REAP planning purposes are $8,756,492.25. An application to the state for the remaining funds needs has been submitted to the State of California, Housing and Community Development Department (HCD). The SJV REAP Committee has determined that the remaining funds shall be allocated on a population pro-rata basis to each regional planning agency process for jurisdictional suballocations and additional housing related activities at the regional planning agency level. Please see attached REAP Summary Funding Table for the breakdown by regional planning agency.

All REAP funds shall be expended by August 31, 2023.

**Reporting Requirements**

There will be quarterly, annual (by April 1 of each year) and a final report (by December 21, 2024) required by all entities that receive REAP funding. Fresno COG and the SJV Housing Program Manager will work with each regional planning agency to ensure compliance with State HCD reporting requirements.
### Summary Funding Table

**Phase I (1st app)**

<table>
<thead>
<tr>
<th>City/County</th>
<th>Original for RHNA</th>
<th>Sub Aloc RHNA (a)</th>
<th>Additional RHNA (b)</th>
<th>Total Phase I</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCOG</td>
<td>187,989</td>
<td>762,257</td>
<td>164,491</td>
<td>1,114,738</td>
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<tr>
<td>Kern</td>
<td>168,871</td>
<td>684,737</td>
<td>147,762</td>
<td>1,001,370</td>
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<tr>
<td>Kings</td>
<td>28,492</td>
<td>115,527</td>
<td>24,930</td>
<td>168,949</td>
</tr>
<tr>
<td>Madera</td>
<td>29,155</td>
<td>118,219</td>
<td>25,511</td>
<td>172,886</td>
</tr>
<tr>
<td>Merced</td>
<td>52,345</td>
<td>212,248</td>
<td>45,802</td>
<td>310,395</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>142,517</td>
<td>577,877</td>
<td>124,703</td>
<td>845,097</td>
</tr>
<tr>
<td>Stanislaus</td>
<td>102,407</td>
<td>415,238</td>
<td>89,606</td>
<td>607,250</td>
</tr>
<tr>
<td>Tulare</td>
<td>86,223</td>
<td>357,727</td>
<td>77,195</td>
<td>523,145</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>800,000</strong></td>
<td><strong>3,243,831</strong></td>
<td><strong>700,000</strong></td>
<td><strong>4,743,831</strong></td>
</tr>
</tbody>
</table>

| Percentage | 17% | 68% | 15% | 100% |

**Phase II (2nd app)**

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valleywide Planning</td>
<td>4,475,000</td>
<td>125,000</td>
</tr>
<tr>
<td>Supplemental RHNA</td>
<td>125,000</td>
<td>125,000</td>
</tr>
<tr>
<td><strong>Total Phase II</strong></td>
<td><strong>4,600,000</strong></td>
<td><strong>250,000</strong></td>
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</tbody>
</table>

**Phase III (3rd app)**

<table>
<thead>
<tr>
<th>City/County</th>
<th>Funds Dedicated to REAP</th>
<th>Funds Dedicated to RHNA</th>
<th>Total HCD Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCOG</td>
<td>2,057,660</td>
<td>7,294,918</td>
<td>7,772,589</td>
</tr>
<tr>
<td>Kern</td>
<td>1,848,399</td>
<td>2,533,136</td>
<td>4,381,535</td>
</tr>
<tr>
<td>Kings</td>
<td>311,858</td>
<td>427,386</td>
<td>739,244</td>
</tr>
<tr>
<td>Madera</td>
<td>319,124</td>
<td>437,344</td>
<td>756,468</td>
</tr>
<tr>
<td>Merced</td>
<td>572,948</td>
<td>785,196</td>
<td>1,358,144</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>1,559,939</td>
<td>2,137,817</td>
<td>3,700,257</td>
</tr>
<tr>
<td>Stanislaus</td>
<td>1,120,905</td>
<td>1,536,143</td>
<td>2,657,048</td>
</tr>
<tr>
<td>Tulare</td>
<td>965,658</td>
<td>1,323,384</td>
<td>2,289,042</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8,756,492</strong></td>
<td><strong>16,475,323</strong></td>
<td><strong>25,231,815</strong></td>
</tr>
</tbody>
</table>

| Percentage | 82% | 18% | 100% |

**Notes:**

- (a) Sum of Valleywide Tech Assist, Admin and Housing Report that was in the 1st app and subsequently moved to the 2nd app.
- (b) $1M transferred from Valleywide to regional planning agencies for RHNA planning. Also can be used for admin and project staffing/management.

### Phase II (2nd app) Valleywide Budget

<table>
<thead>
<tr>
<th>Category</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supplemental RHNA</td>
<td>1,000,000</td>
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<tr>
<td>Comprehensive Housing Report</td>
<td>500,000</td>
</tr>
<tr>
<td>Housing Report Policy Implem.</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Household Travel Survey</td>
<td>500,000</td>
</tr>
<tr>
<td>Consultant Bench</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Outreach, Marketing</td>
<td>250,000</td>
</tr>
<tr>
<td>Fresno COG Admin</td>
<td>300,000</td>
</tr>
<tr>
<td>Housing Program Manager</td>
<td>314,200</td>
</tr>
<tr>
<td>Reserve/Contingencies</td>
<td>110,800</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,475,000</strong></td>
</tr>
</tbody>
</table>
San Joaquin Valley

REGIONAL PLANNING AGENCIES

Overall Work Program
Fiscal Year 2021-22

ITEM 9
SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
MEMBERS AND STAFF, JUNE 2021

Fresno Council of Governments (Fresno COG)

Mayor Pro-Tem Gary Yep, City of Kerman

[Vacant]

[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

Mayor Alvaro Preciado, City of Avenal

Alternate: Supervisor Joe Neves, Kings County

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

Madera County Transportation Commission (MCTC)

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

Supervisor Brett Frazier, County of Madera

Alternate: Councilmember Jose Rodriguez, City of Madera

**STAFF: Patricia Taylor, Executive Director – MCTC**
Merced County Association of Governments (MCAG)

Supervisor Daron McDaniel, County of Merced
Councilmember John Cale, City of Atwater
Alternate: Supervisor Scott Silveira, County of Merced

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

San Joaquin Council of Governments (SJ COG)

Vice-Mayor Dan Wright, City of Stockton
[Vacant]
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)

Supervisor Dennis Townsend, County of Tulare
Mayor Rudy Mendoza, City of Woodlake – VICE CHAIR
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 2021-2022 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 improving SR 99, I-5, and other regionally significant corridors.

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 funding programs, RAISE, INFRA, and other funding strategies and opportunities to enhance and improve SR 99, I-5, and other critical corridors.

Activities for FY 2021-2022:

- Advocate to complete the system for SR 99, to a least six lanes of travel throughout the SJV. Tulare, Madera and Merced are currently working on a public outreach and coalition building effort to support the completion of SR 99.

- Prioritize significant regional projects in accordance with criteria developed by the Directors’ Committee for coordinated, and consensus driven, advocacy for funding.

- Partake in and lead discussions with the Regional Policy Council, the California Transportation Commission, 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. Remnant 99 bond savings are also to be considered.

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 2021-22:

- Collaborate on 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, RAISE, 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 $40 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 a series of regional goods movement plans: San Joaquin Valley Interregional Goods Movement Plan (2015), San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan (2017) and the San Joaquin Valley Goods Movement Sustainable Implementation Plan (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. In 2020, funding and regional support for the California Inland Port Study was solidified among a majority of the RPAs. Goods movement continues to be a priority for transportation related investments in the region.

**Activities for FY 2021-22:**

- Continue to coordinate project prioritization for INFRA, RAISE, SB1 and other goods movement federal and state funding.
- Assign a new representative from the Valley and continue to participate in the California Freight Advisory Committee.
- Participate and provide input to California’s Freight Mobility Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI).
- 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 actively fund and participate in the California Inland Port Study.
- 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 2021-22:

- 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 2021-22:**

- Continue to work with ARB staff on the outstanding 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.
- Continue work on the 2022 RTP/SCS planning process.
- Incorporate SB 743 requirements into the RTP/SCS.

**6. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENCIES AND ENTITIES**

**Objective:** To develop and foster greater communication and coordination between Valley Regional Planning Agencies and 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 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), California Air Resources Board (ARB), Caltrans Districts 6 and 10, Caltrans Headquarters, California Association of Council of Governments (CalCOG), California Self Help Counties Coalition, Strategic Growth Council (SGC), and the High-Speed Rail Authority. 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), Bay Area 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 2021-2022:**

- 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 Authority, 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 2021-22:**

- Plan and execute “Valley Voice” Washington D.C. visit for September 2021 (note, this activity may be conducted virtually this year).
- 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 2022.

**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 (MIP), which updated all eight San Joaquin Valley transportation demand models. These improvements were required to respond to the requirements of 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). Six of the eight MPOs are still using the MIP models. Fresno COG has developed an Activity-Based Model (ABM), and TCAG is in the process of transitioning into ABM.

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 2021-22:

- 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.
- Conduct a Valleywide Household Travel Survey.

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.

- **Housing Planning Funds, REAP.** 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 approximately $10.2 million of the roughly $19 available to the Valley has been received from the State of California. Considerable and additional work efforts utilizing this new funding source have
begun and will continue through August 2023. 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 2022. The 2022 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

  **Future Conferences**
  - Bass Lake (MTCT), Sprint 2022
  - San Joaquin COG, 2023
  - TCAG, 2024
  - MCAG, 2025
  - Fresno COG, 2026
  - StanCOG, 2027
  - KCAG - 2028
  - 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 website maintenance for [www.sjvcogs.org](http://www.sjvcogs.org). In FY 2017-18, an Executive Committee and Water Policy Committee were created for the Regional Policy Council. The Regional Policy Council usually meets twice a year in person and holds two to three phone conference meetings in preparation for Valley Voice visits. The Chair of the Regional Policy Council is elected for a one year term in the first meeting of the fiscal year (usually in January).

**Directors’ Chair**

Kern Council of Government, 2021-22

**Rotation Schedule**

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
Kings County Association of Governments, 2028-29
The budget for the Valleywide activities, identified in the OWP, is detailed below. Budget amounts by MPO represent the total direct cost for this activity by MPO. Budget amounts by activity are apportioned by population share for all items, except for Valley Voice advocacy visits, which are apportioned equally.

SJ COG is the fiscal agent for Air Quality Planning.

Fresno COG is the fiscal agent for Valley Voice, the Valleywide Coordinator contract, and is coordinating funding for the California Inland Port study (figures for the Inland Port Study are not shown below).

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). 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.

<table>
<thead>
<tr>
<th>Valleywide Activities</th>
<th>Air Quality Planning(2)</th>
<th>Valley Voice(3)</th>
<th>Valleywide Coordinator(4)</th>
<th>Total FY 2021-22</th>
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<tr>
<td>MPO Share By Population(1)</td>
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<td><strong>$125,000</strong></td>
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(1) CA DOF, January 1, 2020 estimates
(2) SJ COG Staff ($50,000). Air Quality Consultant, Trinity ($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.