



San Joaquin Valley Regional Planning Agencies Policy Council Meeting Agenda

Friday, June 25, 2022

Time: 9:00 a.m.

ZOOM CONFERENCE MEETING

Meeting ID: 843 2785 5046

Password: 969926

<https://us02web.zoom.us/j/84327855046?pwd=WStjaVBCYlRySnpmSlZRZUpjNml6Zz09>

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Poythress

B. APPROVAL OF MINUTES

January 22, 2021 Regional Policy Council Meeting

Chair Poythress



C. DISCUSSION/ACTION ITEMS

1. Amendment to the 2009 Formation MOU of the Policy Council

Michael Sigala



*Discuss and Consider Approving Adding ACE/SJJPA
to the Membership Composition of the Policy Council*

2. California Fiscal Surplus

Gus Khouri



*Discuss FY 2021-22 State Budget and Funding
Implications for the San Joaquin Valley*

3. State Route 99

Chair Poythress



*Discuss and Receive an Update on the "Complete the 99"
Coalition Building Effort*

Ted Smalley

4. Valley Voice DC


i. Discuss Federal Priorities


Jen Covino




ii. Discuss Timing and Logistics for Advocacy Visit

Michael Sigala

 (559) 266-6222

 (559) 314-6015

 1401 19th Street, Suite 300
Bakersfield, CA 93301

 <http://sjvcogs.org/>

Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

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

- | | | |
|---|----------------|-------------------------------------|
| 5. San Joaquin Regional Rail Commission
<i>Approve RAISE Letter of Support for North Lathrop
Transfer Station and Lathrop Wye Project</i> | Dan Leavitt | <input checked="" type="checkbox"/> |
| 6. California Inland Port Study
<i>Receive Update and Approve RAISE Letter of Support</i> | Tony Boren | <input checked="" type="checkbox"/> |
| 7. California Freight Advisory Committee
<i>Appoint a New Representative from the Policy Council</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 8. Valleywide Overall Work Program, FY 2021-22
<i>Discuss and Approve</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 9. Meeting Calendar for FY 2021-22
<i>Discuss and Approve</i> | Michael Sigala | <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. ACE/SJJPA | Dan Leavitt |
| 2. San Joaquin Valley Air Pollution Control District | Tom Jordan |
| 3. EV Car Sharing: MioCar, Vamos, STEP | Michael Sigala |
| 4. California Partnership for the San Joaquin Valley | Eduardo Gonzalez |
| 5. Caltrans Director's Report | Diana Gomez/Dennis Agar |

E. OTHER ITEMS

- | | |
|-----------------------------------|------------|
| 1. Executive Directors' Report | Terri King |
| 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 21, 2022.

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.*



ITEM B

Meeting Minutes

Friday, January 22, 2021


Time: 11:00 a.m.


Meeting Location:
ZOOM CONFERENCE


Meeting Attendees:


MEMBER	MPO/COG	TITLE	JURISDICTION
Chuck Winn (Chair)	SJ COG	Supervisor	San Joaquin
Dan Wright	SJ COG	Vice-Mayor	City of Stockton
Gary Yep	Fresno COG	Mayor	City of Kerman
Bob Smith	Kern COG	Councilmember	City of Bakersfield
Cathy Prout (alternate)	Kern COG	Councilmember	City of Shafter
Robert Poythress	MCTC	Supervisor	Madera County
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Jenny Kenoyer (alternate)	StanCOG	Councilmember	Stanislaus County
Doug Verboon	KCAG	Supervisor	Kings County
Linda Launer (alternate)	TCAG	Councilmember	City of Dinuba
Dennis Townsend	TCAG	Supervisor	Tulare County
Rudy Mendoza	TCAG	Mayor	City of Woodlake
Tom Jordan (for Samir)	SJVAPCD	Senior Policy	SJVAPCD

Please see Appendix A for a list of other attendees

 (559) 266-6222

 (559) 314-6015

 1401 19th Street, Suite 300
Bakersfield, CA 93301

 <http://sjvcogs.org/>

Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
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Kern
Council of
Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

A. CALL TO ORDER AND INTRODUCTIONS

Chair Winn

B. ELECTION OF CHAIR AND VICE CHAIR

Chair Winn announced that he is no longer on the San Joaquin COG board, which would remove him from serving on the San Joaquin Valley Policy Council. Chair Winn spoke about his time on the Policy Council and appreciation for all of the members and the successes they were able to accomplish as a collective.

Chair Winn opened the nominations for Chair.

Supervisor Robert Poythress, Madera county, was nominated for the position of Chair. No further nominations were received. Supervisor Robert Poythress was elected Chair by unanimous vote.

Newly elected Chair Poythress took lead of the meeting at this point and opened the nominations for Vice Chair.

Mayor Rudy Mendoza, City of Woodlake, was nominated for the position of Vice Chair. No further nominations were received. Mayor Rudy Mendoza was elected Vice Chair by unanimous vote.

Vito Chiesa thanked Chuck Winn for his time with the Policy Council and appreciation for the value he was able to bring.

C. APPROVAL OF MINUTES

There was a motion to approve the June 26, 2020 Regional Policy Council Meeting minutes.

First Motion: Dan Wright
Second Motion: Vito Chiesa
No Nays
Motion Carried

D. DISCUSSION/ACTION ITEMS

1. Executive and Water Committees

Chair Poythress

Update Membership

Michael Sigala requested to update the membership list to fill vacancies on both the Executive and Water Committees.

There was a motion to make the following appointments to the Executive Committee:

- Robert Poythress, Madera County (CENTRAL-CHAIR)
- Gary Yep, City of Kerman (CENTRAL)
- Dan Wright, City of Stockton (NORTH)
- Bill Zoslocki, City of Modesto (NORTH)
- Bob Smith, City of Bakersfield (SOUTH)

- Alternate - Daron McDaniel, Merced County (NORTH)

- Alternate - Brett Frazier, Madera County (CENTRAL)

First Motion: Gary Yep
Second Motion: Rudy Mendoza
 No Nays
 Motion Carried

There was a motion to make the following appointments to the Water Policy Committee:

- Rudy Mendoza, City of Woodlake, Tulare County (CHAIR)
- Dan Wright, San Joaquin County
- Bill Zoslocki, City of Modesto, Stanislaus County
- Daron McDaniel, Merced County
- Robert Poythress, Madera County
- Gary Yep, City of Kerman, Fresno County
- Doug Verboon, Kings County
- Bob Smith, Kern County

First Motion: Jenny Kenoyer
Second Motion: Dennis Townsend
 No Nays
 Motion Carried

2. Guest Speaker – Lee Ann Eager, California Transportation Commission

Chair Poythress introduced guest speaker Lee Ann Eager, who was appointed to the California Transportation Commission by Governor Newsom in June 2020.

Ms. Eager spoke about her background at the Fresno County Economic Development Corporation and with transportation. As a resident of the Central Valley for all of her life, Ms. Eager expressed her care and commitment to advocating for the Valley. She noted that her top priorities for transportation in the Valley are safety and completing the road systems. She welcomed the members of the Policy Council to share their priorities and issues with her.

3. Valley Voice Sacramento 2021

Gus Khouri

a. Discuss and approve draft state platform

Gus Khouri, Khouri Consulting, discussed recent executive orders from the governor's office and spoke about how they correlate with San Joaquin Valley transportation priorities. He noted the governor's \$4.5 billion plan to invest into zero emission vehicle infrastructure and rebates for the purchase of electric vehicles. Gus went on to provide a detailed walk-through of the draft legislative platform:

- 1) Build Out the Regional Transportation System to Maximize Previous Investments
- 2) Pragmatically Address Air Quality and Mobility Goals Through Operational Improvements

- 3) Transit Funding Reform
- 4) Enhance Passenger Rail Infrastructure and Service

Gus welcomed questions and comments on the information provided, and further discussions ensued.

- b. Discuss timing and “virtual” logistics for advocacy visit(s)* Michael Sigala

Michael Sigala suggested a Wednesday, March 3rd and Friday, March 5th or Wednesday, March 17th and Friday, March 19th meeting combination date for Valley Voice. There would be 2 hours of meetings on Wednesday, and then the meetings would resume for another two hours on Friday. Michael noted that Gus Khouri is actively trying to secure a meeting with the Governor. Chair Poythress recommended the meeting dates remain flexible in order to accommodate to the Governor’s schedule.

4. Finish the 99 System

Ted Smalley

Receive update on proposed regional coalition

Ted Smalley reported that a subcommittee of Directors was formed to bring together a coalition of organizations from different disciplines. The subcommittee has reached out to organizations such as the Valley Children’s Hospital, councilmembers and others. The goal is to bring together a coalition of a hundred organizations or more to voice their priority to finish the 99 system and apply pressure on Caltrans and CalSTA to solidify a financing plan and timeline for completing projects.

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 Director’s report

Diana Gomez & Dennis Agar

Diana Gomez noted Caltrans offices remain closed due to the pandemic. Diana reported traffic volumes are down compared to last year. Additionally, Diana spoke about Caltrans’ upcoming State Route 99 summit collaboration, the construction progressing on the 99, and homeless encampment efforts.

2. San Joaquin JPA for Passenger Rail

Dan Leavitt

Dan Leavitt thanked the Policy Council for their continued support of passenger rail and keeping the SJJPA as part of the Valley Voice effort. Dan discussed action items from the previous board meeting.

3. Regional Early Action Planning (REAP) for Housing

Robert Phipps

Robert Phipps reported that all MOUs have been executed, and the 3rd application will be due in the upcoming week. There will be an upcoming REAP workshop on February 23rd.

4. California Partnership of the San Joaquin Valley

Eduardo Gonzalez

No update was provided.

5. Rural carsharing (MioCar) and mobile transit app (Vamos)

Michael Sigala

MioCar in Tulare and Kerns counties is operating at about 60% due to the pandemic. 20 of the 27 EVs are currently on the road. The mobile app Vamos, which operates in San Joaquin and Stanislaus counties, is integrated for travel amongst 10 different transit agencies. The mobile app allows for a fare payment and trip coordination between multiple transit agencies.

F. OTHER ITEMS

1. Executive Directors' Report

Terri King

Terri King reported that the Directors meet monthly, and staff continues to work remotely during the pandemic. The COGs are all currently working on adopting their 2021 federal transportation improvement program and conformity documents. Also, the California Air Resources Board is continuing to review their sustainable community strategies from the 2018 regional transportation plan. Terri noted that the Regional Policy Conference has been rescheduled for May 2022.

2. Policy Council Member Comments

There were member comments.

G. PUBLIC COMMENT

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

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
Ben Kimball	TCAG
Michael Navarro	Caltrans District 10
Dan Levitt	San Joaquin PRA
Patricia Taylor	MCTC
Diane Nguyen	SJ COG
Kristine Cai	Fresno COG
Gus Khouri	Khouri Consulting
Diana Gomez	High Speed Rail
Terri King	KCAG
Ted Smalley	TCAG
Stacie Guzman	MCAG
Meg Prince	Fresno COG
Dylan Stone	MCTC
Matt Fell	MCAG
Rob Ball	Kern COG
Jeff Findley	MCTC
Dennis Agar	Caltrans
Brett Frazier	MCTC
Alex Garcia	Mayor, City of Wasco
Lee Ann Eager	California Transportation Commission
Joe Neves	KCAG
Steve Dial	SJ COG
Marlon Regisford	Caltrans
Braden Duran	Fresno COG
Jennifer Solis	Fresno COG

**AMENDED AND RESTATED
MEMORANDUM OF UNDERSTANDING OF THE
SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL**

This MEMORANDUM OF UNDERSTANDING (“MOU”), which shall be effective June 25, 2021, by and between the Council of Fresno County Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, the Tulare County Association of Governments, collectively the “**San Joaquin Valley Regional Planning Agencies**” or “**Valley RPAs**”, the San Joaquin Valley Unified Air Pollution Control District (“**District**”), and the Altamont Corridor Express/San Joaquin Joint Powers Authority (“**ACE/SJJPA**”), herein referred to collectively as the “**San Joaquin Valley Regional Policy Council**” or “**Policy Council**”, hereby enter into this Memorandum of Understanding.

Recitals

A. The San Joaquin Valley Regional Planning Agencies entered into a Memorandum of Understanding on September 21, 1992, to create the San Joaquin Valley Regional Planning Agencies’ Policy Council which MOU was superceded and replaced by a Memorandum of Understanding dated September 21, 2006 (“**2006 MOU**”).

B. The 2006 MOU was superceded and replaced by a Memorandum of Understanding dated September 9, 2009 (“**2009 MOU**”) and the 2009 MOU added the District as a member of the Policy Council.

C. The Policy Council now desires to add ACE/SJJPA as a member of the Policy Council.

Agreement

NOW, THEREFORE, the parties hereto agree as follows:

Section 1. Replace and Supersedes. This Memorandum of Understanding supersedes and replaces that certain Memorandum of Understanding dated September 9, 2009, by and between the above listed eight valley regional planning agencies and the District.

Section 2. New Member and Coordinated Role. This Memorandum of Understanding hereby adds the Altamont Corridor Express/San Joaquin Joint Powers Authority as a member of the San Joaquin Valley Regional Planning Agencies Policy Council thereby increasing the membership of the Policy Council to ten agencies. ACE/SJJPA will take the lead in establishing and maintaining viable and efficient modes of passenger rail travel for the San Joaquin Valley including coordination with regional transportation and air quality planning efforts, securing federal and state funding for rail improvements, coordination with the High-Speed Rail Authority, and other related planning and implementation activities in consultation with the Valley RPA’s and the District.

Section 3. Cooperative Relationship. The formal cooperative relationship between the San Joaquin Valley RPAs, District and ACE/SJJPA is continued to ensure the effectiveness of regional transportation plans, to comply with the requirements of state and federal law, to contribute toward the attainment of federal and state ambient air quality standards, and passenger rail planning.

Section 4. Air Quality Strategies and Planning.

4.1. The District has the lead for air quality planning, but effective air quality strategies require the cooperation and joint actions of the Valley RPAs, ACE/SJJPA, other local, regional, state and federal government agencies, and the people of the San Joaquin Valley Air Basin. Toward that end, the Valley RPAs and ACE/SJJPA agree to participate in regularly scheduled conference calls with local, state and federal agencies including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the California State Transportation Agency (CalSTA), the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to ensure good communication is maintained on issues important to the San Joaquin Valley.

4.2. The parties involved will comply with the Federal Clean Air Act and related regulations and guidance requiring that transportation-related State Implementation Plan (SIP) development decisions be made through interagency consultation. The parties agree to use the latest planning assumptions and emissions factors, conduct regional emissions analyses, and coordinate on the development of motor vehicle emissions budgets. The Valley RPAs will work toward keeping the Transportation Conformity Rule current with federal requirements and guidance, as appropriate. The District will also assist the Valley RPAs in obtaining appropriate and timely technical assistance from the ARB.

4.3. The Valley RPAs and ACE/SJJPA agree that it is in their interest to work closely together and develop joint or consistent policy positions whenever possible when dealing with state and federal air quality and transportation agencies. Each party has the responsibility to notify the other in a timely manner of anticipated or known policy issues with state and federal agencies, and to coordinate their response in an effort to present a unified position.

4.4. The Valley RPAs will take the lead in compliance with Section 108(f)(1) of the Federal Clean Air Act in developing the transportation control measure (hereinafter “TCM”) component of air quality plans (State Implementation Plans or SIPs). The Valley RPAs and ACE/SJJPA will consult with their member jurisdictions to facilitate consensus on implementing measures to address transportation related sources of air pollution. The Valley RPAs and ACE/SJJPA have limited legal authority to implement emission reduction measures directly, but will seek commitments from member jurisdictions, as appropriate, for inclusion in air quality plans. The Valley RPAs will submit an analysis and recommendation concerning which TCMs are reasonably available control measures for formal consideration by the District.

4.5. The Valley RPAs will take the lead in establishing and maintaining transportation conformity in the Valley as required by Section 176 (c) of the federal Clean Air Act, [42U.S.C. 7506(c)] and U.S Environmental Protection Agency (40 CFR parts 51 and 93). The Valley RPAs

will work to ensure that regulatory requirements are met and federal funding and approval are given to highway and transit projects that are consistent with and conform to the air quality goals established by the SIP. Conforming transportation plans, programs, and projects will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards.

4.6. The Valley RPAs will coordinate with the District in updating the status of implementing local agency transportation control measures described in adopted air quality plans (State Implementation Plans or SIPs).

4.7. The Valley RPAs and District will work together in addressing state and federal initiatives such as greenhouse gas emission reductions as well as future air quality regulations. The parties recognize the importance and the expertise necessary to develop comprehensive local and regional approaches. The parties involved agree to dedicate staff resources as needed to cooperatively address state and federal requirements, while still meeting individual core mission elements such as protecting public health and delivering safe and efficient transportation projects.

4.8. The Valley RPAs will determine the allocation of Congestion Mitigation and Air Quality (CMAQ) funds to projects in a manner consistent with federal law and through locally developed project selection criteria. The Valley RPAs will consult with the District on project selection.

Section 5. Regional Transportation Planning.

4.1. The Valley RPAs and ACE/SJIPA will continue the coordination to develop Valleywide initiatives such as goods movement planning, Sustainable Communities Strategies (SCS) implementation and other regional activities to provide more efficient and effective transportation systems and land use patterns through the integration of transportation, housing, economic development and environmental protection elements and to ensure continuity of air quality planning approaches throughout the Valley.

4.2. The Valley RPAs and ACE/SJIPA agree to discuss key issues related to air quality and delivery of transportation projects. If staff level coordination is not adequate to achieve a unified position, either party has the option of bringing issues to senior management attention.

Section 6. Coordination of Legislative Efforts. The Policy Council agrees it is in its best interest to work on the coordination of legislative action at the state and federal level. These efforts will be directed at maximizing funding for the San Joaquin Valley. To implement these efforts, the Policy Council will collectively act as a lobbying coalition and focus its efforts on areas guided by the Policy Council.

Section 7. Resolution of Disputes. In order to reduce and resolve conflicts that may arise between the Valley RPAs, District or ACE/SJIPA in a timely manner, each party agrees to establish an issues resolution coordination procedure within its own organization. Each party will designate a policy level staff person as the point of contact or “Issues Coordinator”. When either party believes a conflict exists or is emerging, it is their responsibility to alert the other party through its

Issues Coordinator. Each party will choose its own manner of communicating internally, but communications between the parties will be coordinated through the Issues Coordinators. If staff level coordination is not adequate to achieve a common position, either party has the option of bringing issues to senior management attention.

Section 8. Indemnification. The parties shall mutually indemnify, defend, and save harmless each other, their officers, agents, and employees from and against any and all claims and losses whatsoever occurring or resulting from their respective performance of this MOU.

Section 9. Severability. If any portion of this MOU or application thereof to any person or circumstance shall be declared invalid by a court of competent jurisdiction or if it is found in contravention of any Federal, State, or local statutes, ordinances, or regulations the remaining provisions of this MOU or the application thereof shall not be invalidated thereby and shall remain in full force and effect to the extent that the provisions of this MOU are severable.

Section 10. Amendment. This MOU may be modified, amended, changed, added to, or subtracted from by the mutual consent of the parties hereto if such amendment or change is in written form and executed with the same formalities as this MOU and attached to the original MOU to maintain continuity.

Section 11. Counterparts and Electronic Signatures.

11.1. This MOU may be executed in one or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument.

11.2. Each party agrees that this MOU and any other documents to be delivered in connection herewith may be electronically signed, and that any electronic signatures appearing on this MOU or such other documents are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

******Signatures contained on next page******

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IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first written above.

Council of Fresno County Governments

By: _____

Its: _____

By: _____
Its Executive Director

Kern Council of Governments

By: _____

Its: _____

By: _____
Its Executive Director

Kings County Association of Governments

By: _____

Its: _____

By: _____
Its Executive Director

**Madera County Transportation
Commission**

By: _____

Its: _____

By: _____
Its Executive Director

San Joaquin Council of Governments

By: _____

Its: _____

By: _____
Its Executive Director

Stanislaus Council of Governments

By: _____

Its: _____

By: _____
Its Executive Director

Tulare County Association of Governments

By: _____

Its: _____

By: _____
Its Executive Director

**San Joaquin Valley Unified Air Pollution
Control District**

By: _____

Its: _____

By: _____
Its Executive Director

**Merced County Association of
Governments**

**Altamont Corridor Express/San Joaquin
Joint Powers Authority**

By: _____

By: _____

Its: _____

Its: _____

By: _____
Its Executive Director

By: _____
Its Executive Director

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL BY-LAWS

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

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

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

THEREFORE, BE IT RESOLVED:

1. The By-Laws of the Policy Council shall be specified herein, except that these By-Laws shall not limit, restrict, modify or supersede those activities or duties conferred or implied in the Memorandum of Understanding.

2. Membership of the Policy Council shall be as provided in the Memorandum of Understanding dated June 25, 2021.

3. The Policy Council, in accordance with the Memorandum of Understanding, shall provide guidance on common interregional policy issues. The Policy Council shall also represent the San Joaquin Valley at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council shall also provide direction and guidance to the Regional Planning Agencies Executive Directors Committee on the development of an Annual Work Program and Budget for activities to be carried out jointly, including identifying revenue for the implementation of these activities.

4. Committees.

4.1. The Executive Committee of the Policy Council is created to take legislative and administrative actions on behalf of the Policy Council. The Executive Committee shall consist of five (5) members of the Policy Council appointed for two years. The Chair of the Policy Council shall serve as the Chairperson of the Executive Committee. Membership of the Executive Committee shall include geographic representation from the northern San Joaquin Valley counties (San Joaquin, Stanislaus and Merced), the central San Joaquin Valley counties (Fresno and Madera) and the southern San Joaquin Valley counties (Kings, Tulare and Kern). The Executive Committee shall be operated in accordance with the Bylaws of the Policy Council.

4.2. The Water Policy Committee of the Policy Council is created to advise the Policy Council on local, state and federal matters of importance related to water infrastructure funding and policy. The Water Policy Committee shall consist of eight (8) members of the Policy Council appointed for two years. The Chairperson of the Water Policy Committee shall be elected by the Policy Council. Membership of the Water Policy Committee shall include geographic representation from each San Joaquin Valley county. The Water Policy Committee shall be operated in accordance with the Bylaws of the Policy Council, except for voting. Voting by the Water Committee shall be conducted on 100 percent consensus (not majority) among its members.

4.3. The Policy Council shall have the ability to form additional committees and/or subcommittees, either formally or ad hoc, as deemed necessary.

5. Policy Council Meetings.

5.1. The Policy Council shall meet at least twice each fiscal year, at such time and location as may be prescribed by vote of the membership at a previous meeting. If no time or location is so prescribed, the Chairman, or his representative, shall be authorized to fix said meeting time and location. Accommodations shall be made so that members may officially participate in all meetings through the use of videoconferencing and/or telephone conference facilitation in accordance with applicable statutory provisions.

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

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

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

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

5.6. The duly authorized representatives of a majority of the members shall constitute a quorum for the transaction of all business of the Council. No action shall be taken except upon a majority vote 2/3 of those present and voting.

6. Policy Council Officers.

6.1. Officers of the Policy Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of member regional planning agencies. Their duties shall be as follows:

6.1.1. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.

6.1.2. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

6.2. Nomination and election of officers shall be held in July, at the beginning of each fiscal year, or at the first meeting subsequent to July, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.

6.3. Nominations may be made either by a committee appointed by the Chairman or directly from the floor by duly authorized representatives.

6.4. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call of all duly authorized representatives.

6.5. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.

7. Amendment of Bylaws. The Policy Council shall be responsible for making all amendments to these By-Laws.

7.1. Proposed amendments may be originated by the any duly authorized representative to the Council.

7.2. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

7.3. Amendment to these By-Laws shall require the approval of a majority of the duly authorized representatives of the members, the same number of members that constitute a quorum for the transaction of all business of the Council.

8. Executive Directors Committee.

8.1. The San Joaquin Valley Regional Planning Agencies Executive Directors Committee, as specified in the Memorandum of Understanding, shall select a Chairman and Vice-Chairman in July of each year from among its members. The duties of the Executive Directors Committee shall be:

8.1.1. To hold meetings and conduct business as deemed appropriate under the Memorandum of Understanding.

8.1.2. To recommend agenda items for the Policy Council's regular agenda.

8.1.3. To be the primary advisory body to the Policy Council, with review and recommendation, on all items appearing on its agenda, including but not limited to, the annual work program and budget, reports, studies, plans and policy items.

8.1.4. To continue to provide coordination and direction on all administrative work required to carry out the development of plans that address interregional issues.

8.1.5. To implement the annual work program and budget as approved by the Policy Council.

8.1.6. The Executive Directors Committee shall have the ability to form additional committees and/or subcommittees, either formally or ad hoc, as deemed necessary.

8.1.7. The Executive Directors Committee shall hold regular meetings, at such time and location as may be prescribed by vote of the committee members. If no time or location is so prescribed, the Chairman, or his representative, shall be authorized to fix said meeting time and location. Accommodations shall be made so that members may officially participate in all meetings through the use of videoconferencing and/or telephone conference facilitation.

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

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

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

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

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

8.1.12. Business may be conducted when there are at least five (5) members present to perform the duties of the Executive Directors Committee. Any motion or action of the Executive Directors Committee, in order to be deemed carried or approved, must receive an affirmative vote from a majority of the members present.

8.1.13. All administrative work of the Policy Council shall be performed by or under the direction of the Executive Directors Committee. The Executive Directors Committee, or its designee, shall:

- a. Serve as Secretary to the Policy Council.
- b. Serve as Secretary to such committees as the Council may establish.
- c. Keep a good and sufficient record of the proceedings and business of the Policy Council.
- d. Maintain files for all reports, correspondence and other business of the Council.
- e. Maintain a record of all financial transactions.
- f. Perform such other duties as may be assigned.



June 17, 2021

TO: Board Members, San Joaquin Valley Policy Council
FROM: Gus Khouri, President
Khoury Consulting LLC

RE: STATE LEGISLATIVE UPDATE –FY 2021-22 BUDGET UPDATE

On May 14, Governor Newsom released his May Revision to the FY 2021-22 budget. The May Revision stands in stark contrast to the budget of one year ago. Compared to a projected budget deficit of \$54.3 billion a year ago, the state now has a projected \$75.7 billion surplus. The May Revision includes \$24.4 billion in reserves, which is the highest in state history. The forecast does not project large structural deficits; however, risks to the economic forecast remain—new coronavirus variants, vaccine hesitancy, higher inflation if disrupted supply chains cannot support increased consumer demand, and a stock market decline that would impact state revenues. These risks, together with the one-time nature of the federal funds and new revenue, constrain the state's ability to significantly expand ongoing commitments.

There is some dispute regarding the May Revision's estimated \$76 billion in discretionary state funds to allocate in the 2021-22 fiscal year and the Legislative Analyst's Office (LAO) estimated \$38 billion (includes the reserves). The differences in the estimates stem from differing definitions. The Governor's estimate includes constitutionally required spending on schools and community colleges, reserves, and debt payments while the LAO's does not. Regardless, the discretionary General Fund revenue combined with approximately \$27 billion in direct state federal funds (total of \$65 million) from the American Rescue Plan Act provide for an unprecedented opportunity to make significant investments necessary to not only rebound from the COVID-19 pandemic but also address ongoing gaps in key programs and services that Californians rely upon.

On Monday, June 14, the legislature met its constitutional obligation of presenting a balanced budget to the Governor by June 15 by approving AB 128 (Ting). Negotiations are ongoing however given several unresolved issues, including on high-speed rail. The Governor wants to exhaust the appropriation authority on the remaining \$4.2 billion from the 2010 Proposition 1A Bond Act, but the legislature has been reluctant citing that investments into existing rail systems would be more beneficial. In addition, the legislature is still entertaining members' request for funding projects in their districts. Several options exist, including passage of budget trailer bills to reflect a compromise. Governor Newsom must sign the budget prior to July 1, which is the start of FY 21-22. Given that funding for high-speed rail is being delayed, it is possible that items pertaining to transportation may not be reconciled until August. The legislature will adjourn for Summer Recess between July 16 and August 16. Regular Session concludes on September 10.

What does this mean for transportation?

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for more predictable, stable funding source as opposed to the volatility of the gas tax. The Governor however is proposing to provide an additional \$11 billion in funding, \$4.4 billion from the General Fund to reduce greenhouse gas emissions, create jobs, and enhance mobility as follows:

- **Los Angeles Olympics**—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- **Priority Transit and Rail Projects**—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- **Active Transportation**—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **Regional SCS Implementation Grants** - \$500 million one-time federal funds for Housing and Community Development Agency to provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.
- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million General Fund to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- **State Highway Rehabilitation and Local Roads and Bridges**—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments. This amount includes \$912 million from the Coronavirus Response and Relief Supplemental Appropriations Act that was enacted by Congress in March.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure**—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks**—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks. These funds are budgeted outside of the transportation budget and are included and described in the Climate Resilience Chapter.
- **Zero-Emission Vehicle Infrastructure**— \$826 million for a total of \$1.8B, and \$3.2B over three-years for ZEV infrastructure.
- **Litter Abatement**- One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

On June 1, the legislature released its response to the May Revision. Both houses have agreed to fund the programs above with a few additions as follows:

- An additional \$250M in one-time General Fund money to support regional sustainable communities strategy implementation grants.

- \$400 million for the creation for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.

Additional Funding Opportunities for the San Joaquin Valley

The Governor's budget contains \$2 billion (\$1.1 billion from interest earned in state transportation funds through 2028, and \$968 million federal funds) for the State Highway Operations and Protection Program (SHOPP), Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The portion that is derived from the earned interest does not have any traditional statutory obligation. Therefore, this represents an opportunity to acquire additional resources to address priorities for local transportation planning agencies and other local jurisdictions.

There is a proposal being considered to take the \$1.1 billion and redirect \$400 million (in addition to \$500 million proposed in the May Revise) to clear the backlog of projects received by the California Transportation Commission for Cycle 5 of the Active Transportation program (ATP); \$400 million for the Solutions for Congested Corridors Program, and \$300 million for the SHOPP, which is the main account to address maintenance and rehabilitation of the state highway system.

Cycle 5 of the ATP resulted in the California Transportation Commission only being able to allocate roughly \$441 million for nearly \$2.3 billion worth of requests. While the May Revise proposes an additional \$500 million, this would only fund projects that scored 86 and above. An additional \$400 million, for a total of \$900 million, could result in projects scoring near 79 or 80 to be funded.

If the additional \$900 million in ATP were to materialize, the Fresno (\$6.03M), Kern (\$1.025M), San Joaquin (\$29.9M), Stanislaus (\$8.4M), and Tulare (33.45M) could collectively realize an additional \$78.8M worth of projects.

Governor's Climate Action Plan for Transportation Infrastructure (CAPTI)

The California State Transportation Agency in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) is in the process of adding guidance to implement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. The plan being developed is named the Climate Action Plan for Transportation Infrastructure (CAPTI), with the latest draft being released on March 10.

The current CAPTI draft encourages investments to be made that account for improvements for disadvantaged communities, making safety improvements that reduce fatalities on roadways and transit systems, factor in climate risk for transportation infrastructure projects, prioritize projects that reduce vehicle miles traveled reduction and investments into passenger rail over highways, particularly capacity projects. While the Policy Council's 2021 State Legislative Platform is supportive of many of these objectives, it may be challenging for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible given the motoring public that the county serves, and the inadequate ability to pragmatically utilize commuter rail services. In fact, focusing on vehicle miles traveled may have an adverse impact of further debilitating disadvantaged communities who do not live in dense areas and must rely upon cars and trucks to conduct daily activities.

The Policy Council has expressed concerns that the CAPTI strategy may not support critical local highway safety and congestion relief improvements, that may necessitate some highway capacity projects in order to accommodate emergency evacuation routes, heavy goods movement traffic, transit travel times, and employees who are super commuting to jobs in major urbanized areas, such as the Bay Area, Los Angeles Basin, and beyond. Given the San Joaquin Valley's unique geography, lack of density, vast agricultural farmland, and the jobs-housing imbalance, we must continue to accommodate all modes of travel even while we continue to work toward reducing GHG emissions.

The draft CAPTI policy could require counties with a self-help measure to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans since CAPTI implies there will be less state investment made on the state highway system for capacity projects since it will be conducted on a case-by-case basis, while factoring in the environmental and health benefits of a project. While the state cannot make adjustments to locally approved sales tax expenditure plans, it is the owner/operator of the state highway system and reserves the right to place local funds on a state-owned asset and authorize the availability of state resources, which could call into the question the leveraging power of local sales tax revenues to deliver certain projects.

All eight Valley COGs have historically always supported or applied for funding for multi-modal options such as bike and pedestrian projects, and bus and rail service and there are several solutions to consider designed to improve air quality, reduce congestion, and provide greater mobility options. This includes operational investments such as the increase of broadband access to encourage telecommuting, ability of transit agencies to utilize vanpools and high-occupancy vehicle lanes to provide more frequent and cost-effective service, shipment of more freight via rail to ease congestion and enhance safety, creation of greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, and accelerating the installation of zero-emission charging stations and providing incentives for zero-emission vehicle purchases, particularly for low-income people.

The California Transportation Commission held workshops on April 20th and 23rd but those conversations seemed to be pro forma. The public comment period deadline elapsed on May 19.

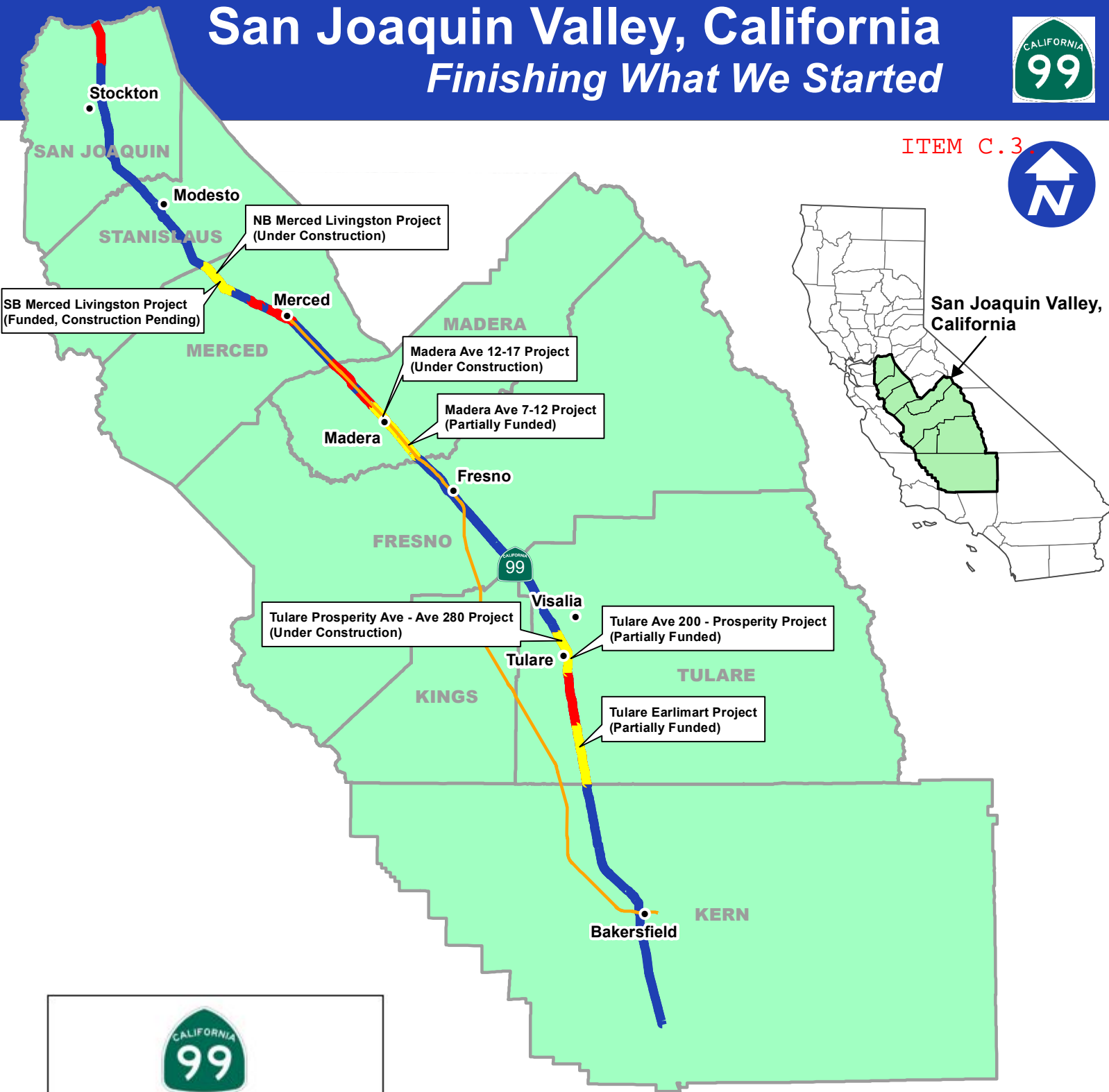
On June 15, CalSTA released its feedback on the comments it received. CalSTA states that it does not intend to amend existing statute to implement CAPTI, reiterated that capacity projects would be evaluated on a case-by-case basis, including those that are including in a local transportation measure expenditure program. CalSTA plans on adopting CAPTI on July 15.

San Joaquin Valley, California

Finishing What We Started



ITEM C.3.

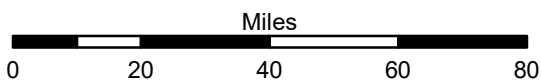


274 Total Miles
(San Joaquin County line to south
of Bakersfield I-5 merge)

89 Miles Partially Funded,
Under Construction or Incomplete

12 – Number of Dangerous
Bottlenecks

	SR 99 Incomplete (4 lanes) 43.5 Miles
	SR 99 Partially Funded/Under Construction 45.5 Miles
	SR 99 Complete (6 lanes or more) 185 Miles
	High Speed Rail 171 Miles, Initial Operating Segment (Merced to Bakersfield) 119 Miles under design and construction





Simon & Company

Intergovernmental Affairs
1660 L Street NW, Suite 501
Washington, D.C. 20036

TO: San Joaquin Valley Voice Regional Planning Agencies Policy Board
Michael Sigala

FROM: Jen Covino, President
David Gellman, Strategic Advisor
Katie Miller, Strategic Advisor

SUBJECT: Valley Voice Federal Platform

DATE: June 17, 2021

Introduction

This fall, the San Joaquin Valley Regional Policy Council will finally have the opportunity to engage new federal partners in the Administration following the election of President Joseph R. Biden and Vice President Kamala D. Harris in November 2020 and their Inauguration this January. We look forward to establishing good working relationships with key officials within the White House and the federal agencies, particularly the U.S. Department of Transportation under the leadership of Secretary Pete Buttigieg. The U.S. Environmental Protection Agency, the U.S. Department of Interior, and the U.S. Department of Labor are examples of other agencies with program oversight, regulatory agendas, or funding opportunities that may be of interest to the group.

Despite one-party alignment between the Executive and Legislative Branches, the issue of governance remains complicated, as always, on Capitol Hill. The upcoming meetings will also enable the Valley Voice group to build upon relationships they have cultivated with the Congressional delegation and to establish new connections with newly elected Senator Alex Padilla and his team. The House of Representatives remains in Democratic control under the leadership of Speaker Nancy Pelosi who contends with slim margins and intraparty factions. Minority Leader Kevin McCarthy of Bakersfield continues to lead the Republican caucus. There are currently 220 Democrats, 211 Republicans, and four current vacancies serving in the chamber.

The Senate is evenly split with 50 Republicans and 50 Democrats, while Vice President Harris is available to serve as the tie-breaking vote for the latter whenever it is possible to advance pieces of legislation with a simple majority. Therefore, Senate Majority Leader Chuck Schumer controls the chamber, but Democratic leadership is very much subject to the influence and whims of not only Minority Leader Mitch McConnell and the Republican Party, but moderate Democrats as well.

The *Fixing America's Surface Transportation (FAST) Act* was signed into law by President Barack Obama in December 2015, authorizing \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The legislation is set to expire on Thursday, September 30, 2021. Congressional leaders are working to develop and advance legislation to succeed the *FAST Act*. We are monitoring ongoing bipartisan negotiations between President Biden and lawmakers regarding a broader legislative package that includes transformative generational



investments in our nation's infrastructure, which has been a hallmark of President Biden's agenda for the first year of his term.

We welcome the opportunity to support the San Joaquin Valley Regional Policy Council's engagement in this discussion focused on the federal transportation legislation and your advocacy for policies and projects that will support your region. Our team is thankful for your ongoing partnership supporting the Valley Voice trip and continued engagement with federal partners.

2020 Valley Voice

With travel plans disrupted by the pandemic, the Valley Voice group instead hosted a series of virtual briefings with lawmakers and the Trump-Pence Administration in September 2020. The delegation recommended the following infrastructure principles and legislative priorities during that engagement:

- Restoring Highway Trust Fund (HTF) solvency in order to fund major infrastructure programs;
- Ensuring set-asides for small metropolitan areas with less than one million in population, rural areas, and small projects;
- Increasing funding for bridge repair and replacement;
- Prioritizing formula over discretionary or competitive allocations to programs;
- Establishing a farm-to-market SMART pilot program;
- Protecting funding for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program;
- Implementing exceptions to Buy America and reinstating the waiver process to ensure transportation projects are progressing without significant delays;
- Reforming Amtrak's accounting practices and encouraging greater transparency in the agency's state cost methodologies;
- Providing funding for upgrades and expansion to Amtrak service;
- Providing discretionary funding for the deployment of alternative fuel infrastructure;
- Providing funding for new federal resiliency programs;
- Expanding eligible activities for wildfire mitigation funding;
- Increasing funding for water storage capacity and supply;
- Extending authorizations for the Drinking Water State Revolving Fund (DWSRF) and Clean Water State Revolving Fund (CWSRF);
- Expanding additional tax-exempt bond financing for water infrastructure projects by exempting bonds from state allocation caps for private activity bonds; and
- Encouraging improved forest management and resource allocation to mitigate negative impacts to watersheds from forest wildfires.

In the weeks leading up to those briefings, the Valley Voice delegation also advocated for the Trump-Pence Administration's full and fair consideration of member agencies' pending grant applications for the Stockton Diamond Grade Separation Project and the Tulare SR 99/Commercial Ave Interchange Project. On the first day of our meetings, the U.S. Department of Transportation (DOT) announced the award of a \$20 million federal grant in support of the Stockton Diamond Grade Separation project and the award of another \$16 million federal grant in support of the SR99/Commerce Avenue Interchange Project through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program. Congratulations again to the project sponsors involved in that process.

2021 Valley Voice Priorities

Pending Federal Grant Applications



This year, Valley Voice delegation should encourage the Administration's support for the following projects seeking federal grant assistance through the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Program administered by the U.S. Department of Transportation:

- a. We support your continued advocacy for the Madera County Transportation Commission's application for \$10 million in RAISE funding for the \$16.4 million State Route 99 Madera South-Operational Improvement Project. This project would improve goods movement and passenger travel along the southbound State Route 99 corridor in Madera County through lane widening and construction, drainage improvements, and drainage basin and median barrier construction.
- b. We support the San Joaquin Regional Rail Commission's (SJRRRC) application for \$25 million in RAISE funding to implement the North Lathrop Transfer Station and Lathrop Wye Project.
- c. We also encourage your advocacy for the San Joaquin Valley Council of Governments application for \$500,000 in RAISE funding for the \$2.5 million California Inland Port Study project. This project would assess the feasibility of a new intermodal spine connecting seaports to key consumption and production markets.

Please make us aware of any other pending federal grant applications submitted by the regional planning agencies for inclusion in this section.

Infrastructure Package

To fulfill his campaign promise to "Build Back Better" following the pandemic, President Biden proposed a \$2.25 trillion package called the American Jobs Plan. The legislative framework was unveiled in late March to invest in the nation's infrastructure and workforce, facilitate long-term economic recovery from the coronavirus pandemic, address a backlog of needs, and improve the standing of American infrastructure to ensure global competitiveness. Many of the priorities in the American Jobs Plan are also reflected in the Administration's Fiscal Year (FY) 2022 budget request.

According to leaked documents, the Biden-Harris Administration had a preliminary draft framework that would have called for the following investments in our nation's transportation systems specifically:

- 1) Core Assets: \$322 billion
 - a) Roads and Bridges – \$115 billion
 - i) "Fix It Right" road modernization – \$50 billion
 - ii) Bridge Investment Program – \$40 billion
 - iii) Community Transportation Block Grant – \$5 billion
 - b) Transportation Alternatives – \$5 billion
 - i) Mitigation: Carbon Reduction Bonus Program – \$10 billion
 - ii) Mitigation: Congestion Mitigation and Air Quality (CMAQ) – \$5 billion
 - c) Ports and Waterways: \$17 billion
 - i) Healthy ports initiative – \$6 billion
 - ii) Coastal ports and inland waterways (U.S. Army Corps of Engineers) – \$8 billion
 - d) Rail: \$80 billion
 - i) Grants to Amtrak National Network – \$16 billion
 - ii) Intercity passenger rail – \$20 billion
 - iii) Freight rail and safety grants – \$5 billion
- 2) Electric Vehicles: \$174 billion
 - a) Build 500,000 electric vehicle (EV) chargers – \$15 billion
 - b) Consumer rebates for EVs – \$100 billion



- c) EV Infrastructure: 30C Tax Credit – \$4 billion
- d) Medium Duty/Heavy Duty (MD/HD) EV Tax Incentives – \$10 billion
- 3) Transformative Projects: \$44 billion
 - a) Transformational Infrastructure Projects Fund – \$25 billion
 - b) Predevelopment and planning funds – \$2 billion
 - c) Infrastructure Grand Challenge – \$5 billion
 - d) Expand Better Utilizing Investments to Leverage Development (BUILD) program – \$5 billion
 - e) Expand Infrastructure for Rebuilding America (INFRA) program – \$3 billion
 - f) Modernize Railroad Rehabilitation and Improvement Financing (RRIF) lending program – \$200 million
 - g) Reauthorize and expand Private Activity Bonds (PABs) – \$1.5 billion
 - h) Implementation and capacity building: Infrastructure America – \$250 million
- 4) Resilience: \$50 billion
 - a) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program – \$5 billion
 - b) Resilience: National Resilient Communities Challenge – \$3 billion
- 5) Safety: \$20 billion
- 6) Equity: \$25 billion

These figures were never confirmed by official documents provided by the White House.

Since its introduction and following weeks of earnest negotiations with the Legislative Branch, President Biden has demonstrated a willingness to reduce the size of the package in order to gain bipartisan support and has met with Republicans, led by Senate Environment and Public Works Committee Ranking Member Shelley Moore Capito, to craft a comprehensive infrastructure package acceptable to both parties. President Biden and Senator halted negotiations earlier this month, citing an inability to come to an agreement on financing provisions in the package.

President Biden has since pivoted his engagement from Senate Republicans to the group of “G20” bipartisan, moderate Senators, led by Louisiana Senator Bill Cassidy. They have developed an eight-year \$1.2 trillion core framework financed by unused coronavirus relief funds, public-private partnerships (P3s), indexing the gasoline tax, and a state revolving loan fund. The situation continues to evolve quickly, and we expect to know more in coming weeks.

In the absence of bipartisan agreement, the Senate Budget Committee, led by Chairman Bernie Sanders, is working in tandem with House Budget Committee Chairman John Yarmuth to draft a budget resolution with instructions for infrastructure legislation to be passed via reconciliation, sidestepping the need to gain any Republican support. Even if a bipartisan agreement is struck and legislation is signed by President Biden, Democratic lawmakers may still pursue reconciliation to approve measures in the American Jobs Plan that are excluded from any bipartisan agreement.

Surface Transportation Reauthorization

In June, the House Transportation and Infrastructure (T&I) Committee introduced and passed the *Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act* (H.R. 3684). The reauthorization proposed by House Democrats would provide \$547 billion in roads, bridges, transit, and rail over five years, from Fiscal Year (FY) 2022 to FY 2026. This includes \$343 billion for roads, bridges, and safety; \$109 billion for transit; and \$95 billion for passenger rail and



freight. The Highway Trust Fund would be authorized to provide \$271.7 billion from FY 2023 through FY 2026 for the Federal-aid Highway Program (FAHP). The House T&I Committee approved the legislation on June 10, 2021 by a 38-26 vote. House Republicans criticized Democrats for not attempting to advance the bill with greater bipartisan support. The full House of Representatives will vote on the legislation the week of June 28, 2021. The House Ways and Means Committee has jurisdiction over revenue and financing.

Over in the Senate, there are a number of relevant authorizing committees tasked with completing separate titles of the surface transportation reauthorization. The Senate Environment and Public Works Committee oversees highways. The Senate Banking, Housing, and Urban Affairs Committee has jurisdiction over the transit title, while the Senate Commerce, Science, and Transportation Committee oversees the rail title. Finally, the Senate Finance Committee is tasked with identifying revenue solutions. This lends itself to a more complicated legislative process in the Senate.

In May, bipartisan leaders of the Senate Environment and Public Works Committee introduced the *Surface Transportation Reauthorization Act (STRA)*. This five-year measure focused on highways would authorize \$303.5 billion in spending from the Highway Trust Fund (HTF) from Fiscal Years (FY) 2022 to FY 2026, including \$273.2 billion for formula programs to be distributed to states. This benchmark represents a 34 percent increase from funding levels authorized by the *FAST Act*. Unlike in the House, the Senate Environment and Public Works Committee unanimously advanced the STRA to the Senate floor shortly after its introduction.

Earlier this month, the Senate Commerce, Science, and Transportation Committee held a markup of the *Surface Transportation Investment Act*. The five-year, \$78 billion measure includes \$36 billion for rail (including \$25 billion for Amtrak), \$28 billion for multimodal and freight, \$13 billion for safety, and \$1 billion for research and development. It would also authorize a new office of Multimodal Freight Infrastructure and Policy, update the National Freight Strategic Plan, and improve coordination between the federal government and states on freight planning.

It is worth noting that – as of June 2021 – neither the Senate Banking, Housing, and Urban Affairs Committee, nor the Senate Finance Committee have released their corresponding revenue or transit titles for the surface transportation reauthorization.

Ultimately, any legislation emerging from the Senate would need to be conferenced with the INVEST in America Act if it is passed by the full House of Representatives, or the Senate could choose to consider the House-passed legislation itself.

The surface transportation reauthorization could be passed and signed into law by President Biden as a standalone measure; however, it could serve as the cornerstone for a larger infrastructure package. The possibility of the cornerstone would be possible if either bipartisan negotiators reach an agreement that garners the support of 60 Senators, or, alternatively, if Democrats decide to utilize the budget reconciliation process to pass the President's proposed American Jobs Plan and American Families Plan with a simple majority.

As you consider adopting a federal platform for the Valley Voice 2021 meetings, we encourage your consideration for maintaining the following legislative and regulatory principles that were included as your 2020 priorities:

- a. Prioritizing formula over discretionary or competitive allocations to programs;
- b. Restoring Highway Trust Fund (HTF) solvency to fund major infrastructure programs;
- c. Increasing the gas tax and indexing it to inflation so it will continue to grow and determining new funding mechanisms for transportation to provide sustainable, predictable, and adequate funding;



- d. Making strategic investments to improve goods movement;
- e. Increasing funding to \$1 billion annually for the off-system bridge preventative maintenance, rehabilitation, and replacement set-aside as provided for by the *INVEST in America Act*;
- f. Protecting funding for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program;
- g. Providing at least \$4 billion discretionary funding for the deployment of alternative fuel and electric vehicle (EV) infrastructure as authorized by the *INVEST in America Act*;
- h. Providing funding for resiliency programs, such as the \$8.7 billion Promoting Resilient Operations for Transformative, Efficiency, and Cost-saving Transportation (PROTECT) grant program included in the *Surface Transportation Reauthorization Act*;
- i. Providing at least \$32 billion worth of investments to upgrade and expand Amtrak service and restore pre-COVID service levels;
- j. Maintaining flexibility and authority for Metropolitan Planning Organizations (MPOs), while supporting the role of MPOs in the decision-making process, finding ways to improve flexibility in how MPOs conduct business, and avoiding the transfer of MPO authority to the State or federal government; and
- k. Increasing flexibility for states and local governments to improve their systems with multimodal infrastructure to enhance first- and last-mile connectivity while also reducing emissions.

In alignment with your partners at the National Association of Regional Councils (NARC), the Self Help Counties Coalition (SHCC), the Mega-Region Working Group, and the San Joaquin Council of Governments (SJCOG), the Valley Voice may want to consider the following legislative principles for reauthorization:

- a. Authorize a Federal Local Partnership Program (LPP) for projects and programs funded by voter-approved sales tax measures dedicated to transportation projects;
- b. Specify that self-help entities are eligible for federal transportation funding programs and seek ways to credit and prioritize projects funded by voter-approved sales tax measures in discretionary grants;
- c. Preserve the Infrastructure for Rebuilding America (INFRA) program and Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program and provide for additional funds and project eligibilities for planning, intermodal connections, goods movement, and other construction needs;
- d. Increase funding for the Surface Transportation Block Grant (STBG) program, authorize an increase in the STBG set-aside for MPOs up to 65 percent after five years, and add eligibilities for non-traditional and emerging technologies;
- e. Increase funding for the Transportation Alternatives Program (TAP) and Metropolitan Planning (PL) program;
- f. Implement additional reforms that expedite and streamline project delivery and the federal permitting processes;
- g. Designate funding specifically for the rehabilitation or operational improvements to *Surface Transport Assistance Act (STAA)* routes;
- h. Provide funding to better plan for and prepare for the effects of climate change, including extreme heat and drought, with priority for vulnerable and disadvantaged populations;
- i. Provide economic development incentives and jobs training for economically-disadvantaged communities;
- j. Grant local authority over the integration of automated vehicles (AVs) and connected vehicles into the nation's transportation system;
- k. Support research and demonstration programs for transit technology, clean corridor tracking, new technology and platooning, and authorize mobility technology programs and test beds;
- l. Support efforts to change the adoption cycle for the Regional Transportation Platform (RTP) from a four-year cycle to a flexible time frame of six- to ten-year cycle;



- m. Maintain a locally-driven approach to authorizing new toll facilities, while allowing regional flexibility in the use of excess revenues and providing funding opportunities for managed lanes;
- n. Encourage locally- and regionally-driven decision-making in safety, technology, and data programs;
- o. Promote nationwide, intercity passenger rail service, including high- and higher-speed rail;
- p. Support public-private partnerships, which generate investment capital for rail infrastructure and operations; and
- q. Encourage regional-scale collaboration for the planning and expansion of passenger rail infrastructure and cooperative agreements between Amtrak and commuter rail systems.

We recommend that the Valley Voice delegation identifies the top 5-10 regional priorities overall for discussion focused on the reauthorization. We would be glad to share a larger list with Members of Congress and their staff ahead of the meetings.

Surface Transportation Reauthorization Member Designated Projects Requests

During the 117th Congress, Democrats and Republicans in the House of Representatives agreed to restore earmarks in the surface transportation reauthorization bill after over a fifteen-year ban. These congressionally directed spending requests are known as “Member Designated Projects.” The House Transportation and Infrastructure Committee ultimately included 1,473 projects worth over \$5.6 billion in the *INVEST in America Act* that were recommended by Members of the lower chamber.

Unlike the House, Senators have not reached an agreement on congressionally directed spending in infrastructure legislation moving forward this year. The Senate Environment and Public Works Committee asked Members of Congress in early March to submit infrastructure priorities to inform the *Surface Transportation Reauthorization Act* (STRA) advanced in the upper chamber, but lawmakers have yet to decide if and how Member Designated Projects will be included in the broader reauthorization legislation under development.

If the Senate does not agree to maintain Member Designated Projects, the process could be abandoned altogether unfortunately. Therefore, your strong advocacy for regional requests is critical this fall.

We encourage your consideration of these principles to encourage lawmakers to maintain Member Designated Projects, including projects within the Valley:

- a. We welcome the restoration of Congressionally directed spending measures through the surface transportation reauthorization process, and we urge lawmakers to ensure these projects included in the *INVEST in America Act* are ultimately funded. We hope these new funding opportunities will remain in place and that internal processes are improved upon moving forward during the 117th Congress.
- b. We support the following Member Designated Project (MDP) requests included in the House surface transportation reauthorization bill:
 - i. Madera County Transportation Commission seeking \$10 million for the State Route 99 Madera South-Operational Improvement Project;
 - ii. Merced County Association of Governments seeking \$2.25 million for the Yosemite Area Regional Transportation System (YARTS) Fleet Expansion Project;
 - iii. Merced County seeking \$2 million for the Atwater-Merced Expressway (AME) Phase 1B project
 - iv. Stanislaus Council of Governments seeking \$12 million for the State Route 132 West Project; and
 - v. Fresno County seeking \$20 million for the State Route 41 Excelsior Corridor Project.



Please make us aware of any other Member Designated Projects sponsored by the regional planning agencies for inclusion in this section. We are glad to revise to expand upon or exclude any of the projects listed above.

Budget and Appropriations Community Project Funding Requests

In May, President Biden released the Administration's full Fiscal Year (FY) 2022 Budget Request. The \$6 trillion proposal includes \$1.5 trillion in discretionary spending and \$2.25 trillion for the proposed American Jobs Plan. The House Appropriations Committee will begin to mark up appropriations bills on June 24, 2021 and conclude on July 16, 2021. The Senate Appropriations Committee has not yet announced a schedule for markup of its spending bills.

Related to, but separate from the Member Designated Project process, lawmakers agreed to accept earmark requests to be known as Community Project Funding (CPF) requests from state and local governments and nonprofit organizations as a component of the FY 2022 appropriations process.

House Members were first instructed to submit up to ten projects that were developed with significant community input for consideration by the appropriate House Appropriations Subcommittee. The Senate later agreed to also accept requests, though several Republican Senators have individually opted out of participating. The deadlines for both chambers have passed.

We look forward to learning which projects will be selected by the House Appropriations Committee for CPF funding as the FY 2022 appropriations process gets underway. In the meantime, we encourage you to consider a federal platform that advocates for the following projects and legislative principle:

- a. We welcome the restoration of Congressionally directed spending measures through the FY 2022 appropriations process, and we urge lawmakers to ensure that proposals from our region are ultimately funded. We hope these new funding opportunities will remain in place and that internal processes are improved upon moving forward during the 117th Congress.
- b. We support the following Community Project Funding (CPF) requests in FY 2022 appropriations:
 - i. City of Dos Palos seeking \$279,664 for the Water Plant Clarifier Replacement project through the Interior, Environment, and Related Agencies appropriations bill; and
 - ii. City of Gustine seeking \$950,000 for the Water Loop Line Improvements project through the Interior, Environment, and Related Agencies appropriations bill.

Please make us aware of any other Community Project Funding requests sponsored by the regional planning agencies for inclusion in this section. We are glad to revise to expand upon or exclude any of the projects listed above.

Air Quality

The House Transportation and Infrastructure Committee's *INVEST in America Act* includes \$8.3 billion for carbon pollution reduction activities; \$4 billion for electric vehicle (EV) charging infrastructure; \$4.1 billion for the Low- or No-Emission Vehicle Program (5339(c)) from FY 2023 to FY 2026; \$1 billion for a Clean Corridors Program to support EV charging and hydrogen fueling infrastructure; and \$250 million per year for Community Climate Innovation Grants to support local strategies to reduce greenhouse gas (GHG) emissions. The legislation would also direct the U.S. Department of Transportation (DOT) and U.S. Department of Energy (DOE) to establish standards for EV charging



stations, permit EV charging on interstate rights of way, and mandate charging stations that receive federal funding be “network-capable” and accessible to the public.

The Senate Environment and Public Works Committee’s *Surface Transportation Reauthorization Act (STRA)* includes \$6.4 billion for a Carbon Reduction formula grant program for states; \$2.5 billion for a new competitive grant program to build alternative fuel corridors and electric vehicle charging; \$500 million for a Healthy Streets Program; and \$250 million for the Port Truck Emissions Reduction Program. The bill would also allow for the purchase of zero-emission vehicles in the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and establish EV charging as eligible for funding through the Surface Transportation Block Grant (STBG) program. We encourage your consideration of a federal platform that advocates for the following:

- a. Protecting and increasing funding for the Congestion Mitigation and Air Quality Improvement (CMAQ) program while supporting changes to remove the limitation on years of operations funding for vanpools, public-private partnerships on employee shuttles, and microtransit.

In alignment with our partners at the Mega-Region Working Group and the San Joaquin Council of Governments (SJCOG), we also support:

- a. Planning and infrastructure funding to better plan for and prepare for the effects of climate change, including wildfires, with priority for vulnerable and disadvantaged populations;
- b. The introduction of “air quality empowerment zone” legislation; and
- c. Buy America requirements implemented by the Federal Highway Administration (FHWA) that promote domestic content and manufacturing and reduce unintended consequences with respect to procurement of energy efficient and emissions reducing technologies and component parts in vehicles to satisfy CMAQ program goals.

Please let us know if the Air District approves of these priorities.

Water Infrastructure

The *Water Resources Development Act of 2020 (WRDA 2020)* was signed into law in December 2020. Lawmakers on Capitol Hill have pivoted to wastewater and drinking water infrastructure before Congress begins to consider the next WRDA bill. Ultimately, our nation’s water infrastructure may be funded as a component of a large infrastructure bill.

The House Transportation and Infrastructure Committee advanced the *Water Quality Protection and Job Creation Act of 2021* (H.R. 1915) in June. The bill would authorize \$50 billion in wastewater infrastructure investments from Fiscal Year (FY) 2022 to FY 2026. The legislation would provide \$40 billion for the Clean Water State Revolving Fund (CWSRF); \$2 billion for Sewer Overflow and Stormwater Reuse Municipal Grants; \$2.5 billion for state water quality improvement programs; \$1 billion to municipalities for watershed, weather, and resiliency and security projects; \$1 billion for a pilot program for alternative water source projects; \$1 billion for municipalities to treat emerging contaminants, including per- and poly-fluoroalkyl substances (PFAS); and \$2.5 billion to address the backlog of wastewater infrastructure projects on tribal lands.

The *Drinking Water and Wastewater Infrastructure Act of 2021* (S. 914) passed in the Senate with overwhelming bipartisan support in an 89-2 vote. That \$35 billion measure would provide \$14.7 billion for the CWSRF, \$14.7 billion for the Drinking Water State Revolving Fund (DWSRF), and other federal support for water infrastructure.

Water infrastructure also plays a role in the the Fiscal Year (FY) 2022 appropriations process through federal programs funded in the Interior, Environment, and Related Agencies spending bill. The



Appropriations Subcommittee on Interior, Environment, and Related Agencies accepted Community Project Funding requests for water infrastructure projects in the spring. We encourage you to consider a federal platform that advocates for the following projects recommended by Valley Members:

- a. We support the following Community Project Funding (CPF) requests in FY 2022 appropriations:
 - i. City of Dos Palos seeking \$279,664 for the Water Plant Clarifier Replacement project through the Interior, Environment, and Related Agencies appropriations bill; and
 - ii. City of Gustine seeking \$950,000 for the Water Loop Line Improvements project through the Interior, Environment, and Related Agencies appropriations bill.

We seek your input on any local water infrastructure projects with pending federal grant or permitting requests or Community Project Funding requests.

Conclusion

We hope you will find useful this review of developments as the Valley Voice delegation prepares its federal platform for 2021. We look forward to learning more about your legislative principles and key projects as we prepare a final brochure for your meetings with the Congressional delegation and the Biden-Harris Administration. Our team appreciates having the opportunity to support your regional advocacy efforts once again this year.



The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

June 25, 2021

Re: North Lathrop Transfer Station and Lathrop Wye Project RAISE Grant Application

Honorable Secretary Buttigieg:

The San Joaquin Valley Regional Policy Council (SJVRPC) strongly supports the San Joaquin Regional Rail Commission's (SJRRC) application for \$25 million from USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to implement the North Lathrop Transfer Station and Lathrop Wye Project ('the Project'). RAISE funding would be matched with state funds already secured by SJRRC to complete this project.

The Project is a key component to the San Joaquin Regional Rail Commission's (SJRRC) and San Joaquin Joint Powers Authority's (SJJPA) Valley Rail Expansion Program, an ambitious expansion of commuter and intercity rail services in the Northern California Megaregion. Valley Rail improves geographic equity by connecting key locations in the Central Valley including Sacramento, San Joaquin, Stanislaus, Merced, Madera, and Fresno Counties to each other and beyond to the Bay Area and the greater California rail network via three future high-speed rail (HSR) connections in Madera, Merced, and San Jose. Over \$1 billion in funding for the Valley Rail Expansion Program has already been secured by the SJRRC.

The Project will comprise the construction of a new station facility including station track, a new ACE center platform, bus transfer center, and other multimodal features such as bike and pedestrian access facilities. Furthermore, the Project's double tracking of the Lathrop Wye will enable the more efficient movement of both passenger and freight traffic.

The Project's delivery and operation will result in significant and diversified economic impacts and benefits. It will provide enhanced commuter and intercity passenger rail and transit access and connectivity in the San Joaquin Valley and provide new passenger rail services to areas with no service or where very limited service currently exists.

Thank you allowing us to provide this letter of support. We strongly urge the Department to approve SJRRC's RAISE Grant application for the North Lathrop Transfer Station and Lathrop Wye Project.

Sincerely,

Robert Poythress
Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor

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California Inland Port Feasibility Study – A Transformative Project for the State of California

June 2021

At A Glance

A collaborative consortium of California partners has joined forces to analyze the feasibility of developing a new, inter-modal rail spine to connect seaports to key markets via the Central Valley. This California “Inland Port” system would cut greenhouse gases, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California’s extraordinarily large intra-state freight movement system. Given the scale of California’s market, its geographic proximity, and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project; a key to advancing California’s ambitious climate, economy, and equity goals.

Project Objectives

The implementation of the inland port concept in California supports a wide range of State and local community public policy objectives, including a significant improvement in economic competitiveness, a substantial decrease in greenhouse gas emissions, and a sizable reduction in highway congestion.

Project Stakeholders

The primary stakeholders on this project represent a unique blend of public and private partners, all committed to increasing the competitiveness of the San Joaquin Valley: The Port of Los Angeles; The Port of Long Beach; Union Pacific Railroad; BNSF Railroad; The San Joaquin Valley Air Pollution Control District; South Coast Air Quality Management District; San Joaquin Valley Metropolitan Planning Organizations (Kern County, Kings County, Tulare County, Fresno County, Madera County, Stanislaus County, San Joaquin County); Sacramento County; Sacramento Council of Governments; Sacramento Metropolitan Air Quality Management District; and the Central Valley Community Foundation.

The objectives of the California Inland Port are:

- Support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the San Joaquin Valley region.
- Create a more robust and efficient distribution system with a specific focus on high-value manufacturing, e-commerce, and the agriculture sectors.
- Reducing shipping costs for shippers that manage global supply chains through direct intermodal rail service to/from the San Pedro seaports.
- **Significantly reduce air pollution and greenhouse gas emissions by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.**
- **Reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; accident-avoidance savings; all of this reducing cost.**

Phase One (completed in Spring 2020)

Phase One of this project analyzed the size of the market; reviewed the underlying truck versus rail transportation costs; and analyzed the reduction in criteria pollutants, fuel use, and GHG emissions.

Phase Two (currently underway)

Phase Two is developing market readiness and acceptance, estimating costs, developing a partnership with one or both Class One railroads, reviewing the economic competitiveness impact to the region, and understanding the environmental process to move forward. This phase is where the Executive Advisory Group (EAG) is formed, helping to inform decision making as the study moves forward. All major stakeholders will have a role in this group. The private sector, including major shippers and experts, will inform the EAG through a Shipper's Committee. *Phase Two* is fully funded and is proceeding through GLDPartners under the management of the Fresno Council of Governments.

Caltrans Strategic Partnership Grant - Phase Three (planned, contingent on funding)

Phase Three will require a similar approach as used in the previous phases and will move the project forward to the delivery stage, utilizing the contribution and involvement by a range of partners and other stakeholders. Tasks will be sequenced to *Phase Two* so that there is a logical progression, culminating with clear direction to support advancing the project to delivery. *Phase Three* will specifically detail a Project Financial Performance Model, develop a Business Plan for Green, High-Efficiency Logistics/Investment Hubs Around Intermodal Facilities, plan for an Intermodal Facility Site Selection, develop Detailed Capital Cost Programs, deliver a Railroad Agreement to Collaborate, and develop Public-Private Delivery Options. *Phase Three* is seeking a Caltrans Strategic Partnership grant for funding, with Fresno Council of Governments submitting an application in February 2021.

USDOT Regional Infrastructure Accelerator (planned, contingent on funding)

Utilizing the US Department of Transportation's Regional Infrastructure Accelerator Program funding, the California Inland Port project can benefit from a partnership with the Build America Bureau and the US Department of Transportation, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment. This phase would include design and preliminary engineering on the intermodal hub(s) and TradePort district(s), conducting environmental analyses, developing the aforementioned project pipeline for project funding, and looking at implementation. Specifically, *Phase Four* would be looking at an implementing entity, including best practices, legal structure, governance funding, and financing options. This phase is seeking funding from the USDOT Regional Infrastructure Accelerators Program, with Fresno Council of Governments submitting an application in March 2021. The application received immense support from partners around the state, including CalSTA and OPR.

USDOT RAISE Discretionary Program (in the application process)

Fresno COG is exploring the new FY2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning Grant which would work parallel with the Accelerator efforts. A RAISE Planning Grant would complement the Accelerator proposal by providing funds to do the planning proper of the California Inland Port. RAISE Planning funding may be used to develop site specific planning, conduct site-specific environmental analysis, and bring the Inland Port planning efforts to a "shovel-ready" stage. The Inland Port Team strongly believes that this project hits on the key sustainability, equity, and economic factors that the USDOT will use when evaluating proposals and is ready to further partner with the USDOT to keep moving this project forward. If selected, Fresno COG envisions work beginning in early 2022 to coincide with the Accelerator proposal and would be the applicant to the USDOT.



The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

June 25, 2021

Re: California Inland Port RAISE Planning Grant Application

Honorable Secretary Buttigieg:


The San Joaquin Valley Regional Policy Council strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.


While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.


As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.


A majority of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

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Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

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

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice. and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone.

The San Joaquin Valley Regional Policy Council appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,



Robert Poythress

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



DATE: June 25, 2021

TO: San Joaquin Valley Regional Policy Council

SUBJECT: California Freight Advisory Committee

Caltrans established the California Freight Advisory Committee (CFAC) in collaboration with the California Transportation Agency (CalSTA) in response to Assembly Bill (AB) 14 (Lowenthal, 2013), consistent with the federal Fixing America's Surface Transportation Act (FAST Act) guidance. The CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.

The CFAC meets quarterly at various locations across the state to participate in the development of the California Freight Mobility Plan (CFMP) and to advise the State on freight-related priorities, issues, projects, and funding needs.

The former mayor of the City of San Joaquin, Amarpreet “Ruby” Dhaliwal was the representative from the San Joaquin Valley Regional Planning Agencies on the CFAC. Mr. Dhaliwal is no longer an elected official.

REQUESTED ACTION:

Select a new representative from the San Joaquin Valley Regional Policy Council for the California Freight Advisory Committee. Or, designate a staff person to fill this vacancy.



SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES

OVERALL WORK PROGRAM

Fiscal Year 2021-22



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 RTPAs, 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 AGENICES 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 Fresno Council of Governments. The conference is planned by the Valleywide Coordinator, and event coordinator subconsultant, who will work with the host agency for conference implementation. The California Partnership for the San Joaquin Valley 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

Fresno COG, 2022
 San Joaquin COG, 2023
 TCAG, 2024
 MCTC, 2025
 MCAG, 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 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 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

FISCAL YEAR 2021-22 BUDGET

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

SJ COG is the fiscal agent for Air Quality Planning.

Fresno COG is the fiscal agent for Valley Voice, 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.

Valleywide Activities			Air Quality Planning ⁽²⁾	Valley Voice ⁽³⁾	Valleywide Coordinator ⁽⁴⁾	Total FY 2021-22
MPO Share By Population ⁽¹⁾						
Fresno	1,023,358	23.5%	\$47,078	\$15,125	\$29,424	\$91,627
Kern	917,553	21.1%	\$42,211	\$15,125	\$26,382	\$83,717
Kings	153,608	3.5%	\$7,066	\$15,125	\$4,417	\$26,608
Madera	158,147	3.6%	\$7,275	\$15,125	\$4,547	\$26,947
Merced	283,521	6.5%	\$13,043	\$15,125	\$8,152	\$36,320
San Joaquin	773,632	17.8%	\$35,590	\$15,125	\$22,244	\$72,958
Stanislaus	557,709	12.8%	\$25,657	\$15,125	\$16,035	\$56,817
Tulare	479,977	11.0%	\$22,081	\$15,125	\$13,800	\$51,006
ACE/SJIPA & SJVAPCD				\$24,000		
Total FY 2021-22	4,347,505	100.0%	\$200,000	\$145,000	\$125,000	\$470,000

(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.

Cost for Valley Voice includes federal and state government affairs consultants at \$120,000.

ACE/SJIPA and the SJVAPCD contribute a combined total of \$24,000 to Valley Voice.

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

Meeting Calendar FY 2021-2022

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

2021						
July						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
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August						
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29	30	31				

September						
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31						

November						
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28	29	30				

December						
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2022						
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April						
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May						
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29	30	31				

June						
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19	20	21	22	23	24	25
26	27	28	29	30		

	Executive Directors' Committee Meetings
	Washington DC Valley Voice (late Sep or early Oct, TBD)
	Regional Policy Council Meetings (Jan 21, 2022 & June 24, 2022)
	Pre Valley Voice Phone Conference (Sep 17, 2021 & Feb 25, 2022)
	Annual Policy Conference (May 11-13, 2022, Location and Actual Dates TBD)
	Sacramento Valley Voice (March 9 2022, actual date TBD)