



San Joaquin Valley Regional Planning Agencies Policy Council
Special Meeting Agenda

Friday, January 27, 2023
Fresno Council of Governments, Sequoia Room
 2035 Tulare Street, Suite 201
 Fresno, CA 93721
Time: 10:30 a.m.

Zoom Hybrid Meeting Option
 Meeting ID: 882 8173 4285
 Password: 136063

<https://us02web.zoom.us/j/88281734285?pwd=OXhCN2VSZlY2dKTERoUURWNOMvUT09>

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER AND ROLL CALL

Chair Poythress

B. DISCUSSION/ACTION ITEMS

- 1. Motion to Adopt Resolution 012723 Making the Required AB 361 Findings for the Continuation of Teleconference Meetings for the Period January 27, 2023 – February 26, 2023.

Chair Poythress



C. ADJOURNMENT

Chair Poythress

(559) 266-6222

(559) 314-6015

555 E. Weber Avenue
Stockton, CA 95202

<http://sjvcogs.org/>

Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

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San Joaquin Valley
Air Pollution
Control District

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Joint Powers
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SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
RESOLUTION 012723

RESOLUTION OF THE SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
MAKING THE REQUIRED AB 361 FINDINGS FOR THE CONTINUATION OF
TELECONFERENCE MEETINGS
FOR THE PERIOD JANUARY 27, 2023 – FEBRUARY 26, 2023

WHEREAS, all meetings of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council) are open and public as required by the Ralph M. Brown Act (Government Code §§ 54950 – 54963)(Brown Act) so members of the public may observe, attend, and participate as the Policy Council conduct their business; and

WHEREAS, section 54953(e) of the Brown Act, as amended by AB 361, allows legislative bodies to conduct meetings using teleconferencing without compliance with the provisions of Government Code section 54953(b)(3), subject to certain circumstances and the making of various findings; and

WHEREAS, in order to comply with AB 361, any of the following circumstances must exist: (a) there must be a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (b) the legislative body has determined, by majority vote, that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, on March 4, 2020, the Governor issued a Proclamation of a State of Emergency in response to the outbreak of COVID-19 and the state of emergency remains in effect; and

WHEREAS, Cal/OSHA adopted emergency regulations, including section 3205, identifying physical distancing, face coverings, increased ventilation and respiratory protection decrease the spread of COVID-19 but are most effective when used in combination; and

WHEREAS, the Centers for Disease Control and Prevention (CDC), recommends that all individuals, regardless of vaccination status, wear face coverings in indoor public settings; and

WHEREAS, the California Department of Public Health recommends that all individuals, regardless of vaccination status, wear face coverings in indoor settings; and

WHEREAS, the CDC has determined that COVID-19 continues to be public health concern, thereby presenting an imminent risk to the health or safety of attendees of Policy Council meetings; and

WHEREAS, due to the recent increase in COVID-19 cases throughout the San Joaquin Valley, the Policy Council desires to allow the continuation of teleconference meetings.

NOW, THEREFORE BE IT RESOLVED, THE SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL DOES HEREBY RESOLVE AND FIND AS FOLLOWS:

1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution as if set forth in full herein.
2. State of Emergency. Pursuant to the Governor's Proclamation of a State of Emergency, issued March 4, 2020, there is a proclaimed state of emergency in the State of California.
3. State or Local Measures. The Centers for Disease Control and Prevention, the California Department of Public Health, and Cal/OSHA have recommended or imposed measures to promote social distancing and other measures to reduce the transmission of COVID-19.
4. Finding of Imminent Risk to the Health or Safety of Attendees. The BQ.1.1 and XBB.1.5 variants are the dominant strains of COVID-19 in the country and continue to cause conditions of peril to the safety of persons, thereby presenting an imminent risk to the health and/or safety of members of the Policy Council and attendees of Policy Council's public meetings.
5. Teleconference Meetings. Due to the proclaimed State of Emergency and the state and local recommended measures to promote social distancing, the Policy Council finds they may conduct their meetings, whether regular or special, without complying with Government Code section 54953(b)(3), as authorized by Government Code section 54953(e)(1), and shall comply with the requirements to provide public access to the meetings as set forth in Government Code section 54953(e)(2).
6. Implementation of Resolution. Policy Council staff are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act. The circumstances of the state of emergency and the related findings will be reconsidered every thirty (30) days.

MEETING DATE: **January 27, 2023**

ROBERT POYTHRESS, CHAIR



San Joaquin Valley Regional Planning Agencies Policy Council Meeting Agenda

Friday, January 27, 2023

Fresno Council of Governments, Sequoia Room

2035 Tulare Street, Suite 201

Fresno, CA 93721

Time: 10:35 a.m.

Zoom Hybrid Meeting Option

Meeting ID: 882 8173 4285

Password: 136063

<https://us02web.zoom.us/j/88281734285?pwd=OXhCN2VSZ XVYL2dKTERoUURWN0MvUT09>

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Poythress

B. ELECTION OF CHAIR AND VICE-CHAIR

C. APPROVAL OF MINUTES

June 24, 2022, Regular Meeting

November 4, 2022, Special Meeting

Chair



D. DISCUSSION/ACTION ITEMS

1. Valley Voice Sacramento, March 29, 2023

Approve legislative priorities and discuss trip itinerary


Gus Khouri




2. Federal Legislation and Budget

Receive update and discuss legislative priorities for 2023

Jen Covino

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Authority

E. 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. State Route 99, Major Highways and Caltrans | Diana Gomez and Dennis Agar |
| 2. Trade Port California | Tony Boren |
| 3. High Speed Rail | Toni Tinoco |
| 4. ACE/SJJPA | Dan Leavitt |

F. OTHER ITEMS

- | | |
|--|--------------|
| 1. Executive Directors' Report | Diane Nguyen |
| 2. Regional Policy Council 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 Items above.

H. ADJOURN

Next Regular Regional Policy Council Meeting: Friday, June 23, 2023.

Provisional Meeting on February 10, 2023, at 9:00 a.m.

There will be a Pre-Valley Voice Sacramento meeting on March 17, 2023, at 9:00 a.m.

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.



ITEM C

Meeting Minutes

Friday, June 24, 2022

Time: 9:00 a.m.

Meeting Location:
ZOOM CONFERENCE

Policy Council Member Attendees:

MEMBER	MPO/COG	TITLE	JURISDICTION
Robert Poythress (Chair)	MCTC	Supervisor	Madera County
Bob Smith	Kern COG	Councilmember	City of Bakersfield
Doug Verboon	KCAG	Supervisor	Kings County
Alvaro Preciado	KCAG	Mayor	City of Avenal
Gary Yep	Fresno COG	Mayor	City of Kerman
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Rosa Escutia-Braaton	StanCOG	Councilmember	City of Modesto
Daron McDaniel	MCAG	Supervisor	Merced County
Buck Condit (alternate)	StanCOG	Supervisor	Stanislaus County
John Cale	MCAG	Councilmember	City of Atwater
Dennis Townsend	TCAG	Supervisor	Tulare County
Dan Wright	SJ COG	Councilmember	City of Stockton
Samir Sheikh	SJVAPCD	Executive Director	SJVAPCD

Please see Appendix A for a list of other attendees

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A. CALL TO ORDER AND INTRODUCTIONS

Chair Poythress

SPECIAL MEETING AB 361 RESOLUTION. THERE WAS A SEPARATE SPECIAL MEETING BEFORE THE BEGINNING OF THIS MEETING TO APPROVE AN AB 361 RESOLUTION (#062422) FOR CONTINUING TO MEET VIA TELECONFERENCE FROM JUNE 24, 2022, THROUGH JULY 23, 2022.

First Motion: Vito Chiesa
Second Motion: Doug Verboon
No Nays
Motion Carried

B. APPROVAL OF MINUTES

There was a motion to approve the January 21, 2022, March 11, 2022 (special meeting), March 25, 2022 (special meeting), April 1, 2022 (special meeting), and May 27, 2022 (special meeting) Regional Policy Council Meeting minutes.

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

C. DISCUSSION/ACTION ITEMS

1. Valley Voice DC

Jen Covino

Jen Covino, Simon and Company noted the draft platform for the upcoming DC visit. Ms. Covino noted the new formula and discretionary program funding from the Infrastructure Investment and Jobs Act, passenger rail funding, community project funding request, and other platform items. Mr. Covino noted current transportation funding bills and the impact they have on current projects in the Valley. She noted current pending funding applications in the platform and that RAISE grants might be awarded before the Valley Voice visit. Ms. Covino reviewed logistics for Valley Voice, including security provisions and room accommodations. Chair Poythress asked about the Buy American waiver program and the prolonged existence of this platform item. Ms. Covino noted that they (federal gov't) are making progress on this item, but it still remains a challenge for local agencies. Mayor Yep asked about water issues; Ms. Covino requested an inventory of pending water project grant applications. A separate meeting of the Water Committee was discussed to further refine the water discussion.

2. State Route 99 and other Major Highway Funding

Dennis Agar

Dennis Agar, District 10 Director, noted Tony Tavares is the new Caltrans state Director. Mr. Agar noted a few recent Caltrans worker facilities and emphasized highway safety. Clean California over the past year has collected 12 million tons of trash from highways. Marlon Regisford, District 10 Deputy Director, noted the SR 99 Summit post event report and highlighted good movement and safety as common themes from the Summit. Mr. Regisford reviewed a slide deck presentation from headquarters about the statewide implementation of the Infrastructure Investment and Jobs Act, including funding amounts per major program area. Supervisor Chiesa noted the importance of rural funding.

3. California Budget and Policy Initiative

Gus Khouri

Gus Khouri reviewed the state budget, May revised version, currently underway. For transportation, the remaining major item is the \$4.2 billion for high-speed rail. We are still

waiting to see which programs will receive funding. He noted other funding proposals. August 31st is the conclusion of the budget session. A large state budget surplus was noted. Mr. Kouri noted AB 2438 (Freeman), a proposed bill which makes all state funding contingent upon CAPTI compliance. The Regional Policy Council has submitted a letter in opposition of AB 2438. AB 1778 (Garcia) was noted which would allow highway widening contingent upon population density in the impacted census tract(s). Mr. Khouri felt this bill was focused on higher population areas and not the San Joaquin Valley. Tom Jordan, Air Pollution Control District, noted AB 2550 (Arambula) which would impose stricter regulations and oversight of the Air District by CARB. The Regional Policy Council has submitted a letter in opposition of AB 2550. Further discussion ensued about response to AB 2550.

4. Fiscal Year 2022-23 Valleywide Overall Work Program

Michael Sigala

Michael Sigala provided a brief overview of the consolidated eight-county work program and reviewed the budget of \$470,000 for the year for Valleywide activities for approval:

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

A subitem for approving one year government affairs contracts with Simon and Company and Khouri Consulting was presented for approval:

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

5. Meeting Calendar for Fiscal Year 2022-23

Michael Sigala

Michael Sigala reviewed the meeting calendar for the fiscal year. Additional provisional meetings for Policy Council meetings were noted.

First Motion: Dan Wright
Second Motion: Daron McDaniel
No Nays
Motion Carried

D. 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. **ACE/SJIPA** Dan Leavitt
No report provided.
2. **California High Speed Rail** Toni Tinoco
No report provided.
3. **San Joaquin Valley Air Pollution Control District** Tom Jordan

Tom Jordan noted continued work with EPA on approval of air quality plans. He noted some pending items which may require action from the Policy Council.

4. **California Inland Port Project** Braden Duran
 Braden Duran noted that work continues for the project and encouraged reaching out to Fresno COG if anyone has any questions.
5. **EV Car Sharing: MioCar, Vamos, STEP** Michael Sigala
 Michael Sigala noted the conclusion of the CARB pilot for Miocar and work efforts continuing for expansion.
6. **SJV Policy Conference** Robert Phipps
 Robert Phipps thanked everyone for attending the conference. It was well attended, and we are now planning for the 2023 conference in San Joaquin County.

E. OTHER ITEMS

1. Executive Directors’ Report Ahron Hakimi
 Ahron Hakimi noted pleasure with Tony Tavares being selected as Caltran’s state director.
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 Item above.

No public comment.

Meeting Adjourned at 10:27 am.

Appendix: A – List of other meeting attendees.

Individual(s)	Organization
Michael Sigala	SJV Coordinator, Sigala Inc.
Rosa Park	Stan COG
Patricia Taylor	MCTC
Diane Nguyen	SJ COG
Terri King	KCAG
Tony Boren	Fresno COG
Ahron Hakimi	Kern COG
Jen Covino	Simon & Co.
Braden Duran	Fresno COG
Robert Phipps	Fresno COG
Kristine Cai	Fresno COG
Steve Dial	SJ COG
Ben Kimball	TCAG
Michael Navarro	Caltrans District 10
Becky Napier	Kern COG

Meg Prince	Fresno COG
Kristine Williams	Enterprise Communities
Dennis Agar	Caltrans District 10
Monica Streeter	StanCOG
Gus Khouri	Khouri Consulting
Marlon Regisford	Caltrans District 10
Elisabeth Hahn	StanCOG
Emma Goldsmith	StanCOG
Hazel Choi	StanCOG
Elizabeth Forte	MCAG



ITEM C

Meeting Minutes

Friday, November 4, 2022

Time: 9:00 a.m.

Meeting Location:
ZOOM CONFERENCE

Policy Council Member Attendees:

MEMBER	AGENCY	TITLE	JURISDICTION
Robert Poythress (Chair)	MCTC	Supervisor	Madera County
Eli Ontiveros	Fresno COG	Mayor	City of Sanger
Gary Yep	Fresno COG	Mayor	City of Kerman
Bob Smith	Kern COG	Councilmember	City of Bakersfield
Zack Scrivner	Kern COG	Supervisor	Kern County
Doug Verboon	KCAG	Supervisor	Kings County
Joes Neves	KCAG	Supervisor	Kings County
Daron McDaniel	MCAG	Supervisor	Merced County
John Cale	MCAG	Councilmember	City of Atwater
Chuck Winn	SJ COG	Supervisor	San Joaquin County
Dan Wright	SJ COG	Councilmember	City of Stockton
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Rosa Escutia-Braaton	StanCOG	Councilmember	City of Modesto
Linda Launer	TCAG	Councilmember	City of Dinuba
Samir Sheikh (Tom J. for)	SJVAPCD	Executive Director	SJVAPCD
Stacey Mortensen (Dan L. for)	SJIPA/ACE	Executive Director	SJIPA
Buck Condit (alternate)	StanCOG	Supervisor	Stanislaus County
Cathy Prout (alternate)	Kern COG	Mayor	City of Shafter
Jenny Kenoyer (alternate)	StanCOG	Councilmember	City of Modesto

Please see Appendix A for a list of other attendees

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A. CALL TO ORDER

Chair Poythress

SPECIAL MEETING AB 361 RESOLUTION. THERE WAS A SEPARATE SPECIAL MEETING BEFORE THE BEGINNING OF THIS MEETING TO APPROVE AN AB 361 RESOLUTION (110422) FOR CONTINUING TO MEET VIA TELECONFERENCE FROM NOVEMBER 4, 2022, THROUGH DECEMBER 3, 2022.

First Motion: Daron McDaniel
Second Motion: Dan Wright
No Nays
Motion Carried

B. DISCUSSION/ACTION ITEMS

1. California Inland Port

Tony Boren

Tony Boren, Executive Director of Fresno COG, provided a brief overview of the project and funding opportunity. Mr. Boren noted \$1.2 billion in state funding in the Port and Freight Infrastructure Program. Mr. Boren indicated they have had meetings with CalSTA and COGs/MPOs throughout the valley. Mr. Boren noted a site selection committee that would be assembled with industry experts and there would be four candidate sites to be determined. The grant application would be for approximately \$40 to \$50 million and help predevelopment feasibility determinations for at least two of the sites. Supervisor McDaniel noted he would like to see professionals from California only on the selection committee and to not include a representative from PG&E. Supervisor Chiesa inquired with Supervisor McDaniel about adding a representative from a local irrigation district while maintaining PG&E’s potential representation on the selection committee. Supervisor McDaniel concurred with Supervisor Chiesa.

Action: Approve a resolution of support for the California Inland Port, and its funding application to the State of California’s Port and Freight Infrastructure Program.

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

C. PUBLIC COMMENT

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

No public comment.

Meeting Adjourned at 9:17 a.m.

Appendix: A – List of other meeting attendees.

Individual(s)	Organization
Michael Sigala	SJV Coordinator, Sigala Inc.
Rosa Park	Stan COG
Stacie Guzman	MCAG
Tony Boren	Fresno COG

Ted Smalley	TCAG
Steve Dial	SJ COG
Jen Covino	Simon & Co.
David Gellman	Simon & Co.
Monica Streeter	StanCOG
Becky Napier	Kern COG
Robert Phipps	Fresno COG
Dan Leavitt	SJPA/ACA
Gus Khouri	Khouri Consulting
Kristine Cai	Fresno COG
Nav Bagri	MCAG
Isaiah Anderson	SJ COG
Dylan Stone	MCTC

San Joaquin Valley Regional Policy Council DRAFT 2023 Regional Priorities

Issue	Goal	Strategy
<p>1. Build Out the System To Maximize Previous Investments</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement.</p> <p>Engage in discussions on transitioning from petroleum as a funding source for transportation.</p>	<p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. In 2020, the California Transportation Commission (CTC) approved funding for several projects in the Valley including: Stockton Diamond Grade Separation (\$100M), North County Corridor (\$20M in FY 22-23), SR 99 improvements in Madera (\$4.6M), SR 46 Widening (\$10M), I-580 interchange improvements (\$24M), and improvements to McHenry Avenue between Modesto and Escalon (\$2.1M). SB 1 Cycle 3 competitive programs will be awarded by the CTC in June 2023. The San Joaquin Valley received several awards from the CTC for ATP Cycle 6 in December 2022.</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of \$40 billion over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. Legislation will be introduced to distribute funding.</p> <p>The San Joaquin Valley is the heart of California’s transportation system and is a major economic generator within California. A significant majority—roughly 92 percent— of its commodities are transported by truck, primarily using State Route 99, Interstate 5, and other major east-west corridors. State Route 99 is consistently identified as one of the most dangerous and fatal highways in the nation. One of the major safety factors is capacity flows around the bottleneck areas, where freeway lanes go from three to two lanes in multiple locations across the region. Completion of gap closure should be a state priority.</p> <p>SJVPC will continue to educate our delegation and state funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown</p>

Issue	Goal	Strategy
		<p>Administration in letters submitted to the Trump Administration. Work with San Joaquin Valley COGs (Fresno, Kern, Kings, Madera, Merced, San Joaquin, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p>SJVRPC will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughput on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan, or consideration of truck-only lanes and temporary lane conversions. This will ensure that the return on previous state and local investments are maximized. This will assist with construction of AB 149. Additionally, SJVRPC, will advocate for obtaining remaining funding commitments from the SHOPP to complete work on SR 99 between Avenues 7 to 12 in Madera County. With the closure of Madera Community Hospital, ambulances will be forced to use SR 99 to access alternative hospitals in the Valley, amplifying the need to ensure throughput and safety along the route, and equity for healthcare.</p> <p>SJVRPC will pursue funding through the state budget, Infrastructure Investment and Jobs Act, any federal appropriation bill, and SB 1 competitive program application efforts, under the Trade Corridor Enhancement Program, Local Partnership program, and Solutions for Congested Corridors Program to address safety, mobility, and goods movement throughput.</p> <p>In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, the issue may rise to the forefront soon due to the prevalence of alternative fuels and electric vehicles, which do not pay at the pump. This conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.</p> <p>SJVRPC will monitor the Road User Charge Technical Advisory Committee's activities, and efforts to transition to an environmentally sustainable funding source, such as full conversion to the vehicle registration fee or mileage-based user fee.</p>

Issue	Goal	Strategy
<p>2. Pragmatically Address Air Quality and Mobility Goals Through Operational Improvements</p>	<p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p> <p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743 and AB 285 and protect the ability to continue addressing congestion management and safety on the state highway system.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p>	<p>Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gasses and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of the San Joaquin Valley and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, and promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed. In July of 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation infrastructure (CAPTI), which prioritizes multi-modal investments to compel mode shift, and limits highway capacity projects to be delivered on an as needed basis.</p> <p>Per the bill’s legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. Recommendations made pursuant to the Strategic Growth Council’s report on AB 285, further disadvantage the Valley from reaching its air quality with recommendations that would curb local sales tax contributions and the ability to complete state highway infrastructure in the Valley.</p>

Issue	Goal	Strategy
		<p>AB 180, Chapter 44, Statutes of 2022, includes \$1.2 billion for port infrastructure, with 70 percent supporting activities at the Ports of Los Angeles and Long Beach, and 30 percent to all other ports statewide, including inland port development. On November 4, 2022, the SJVRPC voted to support all inland port projects that forward the interest of boosting the region's economy.</p> <p>SJVRPC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region due to socioeconomic disadvantages, geographical considerations, the jobs-housing imbalance, the lack of density, and the profile of the regional economy. SJVRPC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible, while also working towards completing key highway projects that enhance safety, and support goods movement, tourism, disaster response, and national defense operations.</p> <p>SJVRPC will also work with organizations such as the California Association of Councils of Governments (CALCOG), California League of Cities, California State Association of Counties, and Self-Help Counties Coalition (SHCC), among others, to pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region. This includes supporting efforts to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. The goal is to maximize investments to move the most people in a safe, clean, and efficient manner. The Valley should be a priority for incentives geared towards zero emission trucks, transit and school buses. SJVRPC will pursue funding made available through the FY 22-23 State Budget for zero-emission vehicles for constituents to augment work that has been conducted for decades by the region to reduce greenhouse gas emissions..</p> <p>SJVRPC will also support operational improvements such as telecommuting, vanpools, shipping more freight via rail, availability of more e-bikes, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p> <p>SJVRPC will work with organizations such as CALCOG and SHCC, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes</p>

Issue	Goal	Strategy
		<p>monitoring the implementation of SB 743 and AB 285 recommendations, possible SB 375 reform, and the impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded. Eliminating highway capacity projects designed to alleviate congestion, increase safety, and facilitate goods movement throughput on facilities that have not been improved since being built in the 1950s is not a viable strategy.</p> <p>SJVRPC will pursue resources made available through the state budget to build or expand multiple inland ports in the San Joaquin Valley to better facilitate goods movement logistics.</p> <p>SJVRPC supports a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options. This includes continuing to monitor the Road User Charge Technical Advisory Committee’s activities.</p> <p>SJVRPC will work with CALCOG, and other stakeholders, to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375. This includes assistance in revising guidelines for the distribution of REAP funding.</p> <p>SJVRPC will also continue to pursue revenue made available through the Cap and Trade, Active Transportation Programs, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p>
<p>3. Transit Funding Reform</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p>	<p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually, primarily for public transit. Many Valley transit operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. In 2018, StanCOG sponsored the enactment of SB 903 (Cannella), providing operators with temporary relief from FRR requirements. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new</p>

Issue	Goal	Strategy
		<p>exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.</p> <p>The COVID-19 pandemic has decimated ridership, drastically reducing farebox recovery and further hindering mobility options for society's most vulnerable populations including seniors, school children, the physically challenged and those on a fixed-income. The slow roll out of the vaccine will continue to limit ridership, revenue collection, and route availability. Ridership was also declining prior to the pandemic with choice riders opting to take other means such as services offered by transportation network companies.</p> <p>SJVPC will continue to monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</p> <p>SJVRPC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting and extension of AB 149 and seeking additional funding for operations.</p> <p>SJVRPC will also advocate for new formula funding to transit operators that provides specifically for public transit service for state and national parks. This would support YARTS service through Merced and Madera Counties (Mariposa, Tuolumne and Mono as well), and the Sequoia Shuttle serving Sequoia National Park.</p> <p>SJVRPC will continue working with Caltrans on the completion of a multi-modal funding plan for State Route 99.</p>

Issue	Goal	Strategy
<p>4. Enhance Passenger Rail Infrastructure and Service</p>	<p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins, and ValleyLink. Pursue funding opportunities made available through CalSTA.</p>	<p>Work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, Valley Link and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents.</p> <p>SJVRPC will also continue to diligently work on establishing extended commuter/intercity rail and high-speed rail service and connections to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p>AB 180, Chapter 44, Statutes of 2022, contains intent language directing \$4 billion over the next two fiscal years for priority capital transit and rail purposes, distributed via a population-based formula. This is speculative funding as the appropriation is contingent upon the availability of funds for FY 23-24 and FY 24-25. AB 180 also provided a one-time augmentation of \$3.63 billion for transit capital projects to be allocated via the Transit and Intercity Rail Capital Program (TIRCP), a competitive program administered by CalSTA. Of that amount, San Joaquin Valley rail operators, such as ACE, the San Joaquins, and Valley Link, are eligible to compete for \$1.4985 billion, with applications due in February 2023, and awards announced in April. Operations funding however will continue to be a critical component for delivering expanded and more frequent rail service.</p> <p>SJVRPC will advocate to increase and acquire funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program on an ongoing basis to help expedite delivery of multimodal options and meet 2030 climate goals.</p> <p>SJVRPC supports the Governor’s plan and CHSRA’s 2022 Draft Business Plan recommendation to pursue, complete without diverting funds to southern California, the Merced-Fresno-Bakersfield interim operating segment, with stations at Madera and Kings/Tulare to provide high-speed rail service to Californians. SJVRPC will await the release of the latest version of the Business Plan to ensure that stated investments match the region’s priorities for project delivery and mobility.</p>



January 27, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of
Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: RAISE Support Letter for the Madera County SR 41 South Expressway Project


Dear Secretary Buttigieg:


The San Joaquin Valley Regional Planning Agencies Policy Council fully supports the application of the County of Madera to the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive grant program for the Madera 41 South Expressway Project (Project). If awarded, the funding will allow Caltrans and its partners to deliver a meaningful project and advance our region's smart, sustainable growth goals.


The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges and opportunities. The 18-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies policy boards and the Executive Directors of the San Joaquin Valley Air Pollution Control District and San Joaquin Joint Powers Authority.

This Project is a collaborative effort between Caltrans, Madera County, and the local property owners along State Route 41 (SR 41). The Project will improve approximately 4.5 miles of SR 41 and is necessary to modernize a rural highway into a facility that provides safe and efficient traffic operations for our region. This request is for \$20 million, which will be leveraged with \$47 million of local funds. The County is also obtaining a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to ensure timely construction that is scheduled to begin in 2024.

The SR 41 Expressway project is located north of the Fresno-Madera County border in one of the fastest-growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to several rural, disadvantaged, and remote communities leading into the Sierra Nevada mountain range. It is a crucial commute corridor between rural eastern Madera County and employment centers in urban valley communities. Nationally, this corridor helps to transport the agricultural commodities of the San Joaquin Valley to rail, freight, and port terminals for worldwide distribution and is also the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

 (559) 266-6222

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Stockton, CA 95202

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Control District

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This segment of SR 41 is currently one lane in each direction. The demands of the corridor causes significant congestion-related travel delay, exacerbated by growth in through travel and the area's households and employment centers, including two large regional medical facilities. This Project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. Safety improvements will involve reducing conflict points caused by unprotected left-hand turns, widening of shoulders, and developing a center median to provide separation between opposing travel directions.

The national importance of this route cannot be understated as SR-41 is the busiest of four entrances to Yosemite National Park visited by four and a half million people each year. It also supports the transport of agricultural goods from one of the most productive agricultural regions in the world. In 2020 Madera County was ranked 18th in agricultural production in the United States, and as such, the economic impact of supporting infrastructure reaches far beyond Madera.

As with many rural corridors in California, this route serves as a reliable primary and alternative evacuation route for communities living in nearby high-risk fire zones. In the last four years, seven wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route. As wildfire seasons in California continue to become more severe and deadly, these primary evacuation routes must be improved to sustain access for residents to escape the fires and for emergency personnel to access them.

This Project is vital to Madera County residents and is a critical infrastructure project that the community has selected as part of the region's preferred Sustainable Community Strategy. This Project is part of a long-range community vision to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The San Joaquin Valley Regional Planning Agencies Policy Council strongly supports the Madera 41 South Expressway project. Thank you for considering this request.

Sincerely,



Robert Poythress

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



January 27, 2023

The Honorable Toks Omishakin
Secretary, California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: 2023 Transit and Intercity Rail Capital Program (TIRCP) Application for the SJRRC/SJJPA Project


Dear Secretary Omishakin:


The San Joaquin Valley Regional Planning Agencies Policy Council is writing to express our strong support for the San Joaquin Regional Rail Commission (SJRRC) and San Joaquin Joint Powers Authority (SJJPA) grant application requesting \$226 million in TIRCP funding for the Valley Rail Expansion: Altamont Corridor Express (ACE) Ceres to Turlock Extension (\$102 million), the San Joaquin 9th Daily Round Trip Extension (\$123 million), and Network Integration Planning Funds (\$1 million).


The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges and opportunities. The 18-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies policy boards and the Executive Directors of the San Joaquin Valley Air Pollution Control District and San Joaquin Joint Powers Authority.

The Project delivers critical components for the Valley Rail Expansion for ACE and San Joaquin's service. The ACE Ceres to Turlock Extension will add various track components along a 10-mile Union Pacific Railroad corridor providing additional rail capacity and operational enhancements. The San Joaquin 9th Daily Round-Trip extension provides track improvements to connect existing sidings to create 11.6-mile and 8.2-mile double track segments along the BNSF corridor. This TIRCP funding is critical to realizing the benefits of the California State Rail Plan's increased passenger rail service in the Central Valley.

Improved passenger rail is an essential component of the future of our transportation network, and this critical public transportation investment will benefit communities throughout the Northern California Megaregion and Central Valley. The proposed ACE and San Joaquin's projects will enhance connections for residents and visitors traveling between Sacramento, the Bay Area, and the fast-growing San Joaquin Valley and supports connectivity to future High-Speed Rail (HSR) Early Operating Segment (EOS) terminating in Merced.

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The proposed projects will bring the following significant benefits to passenger rail users and residents:

- Direct access to Sacramento, the Bay Area, Bakersfield, and all the markets in between. Residents in the combined service areas will have access to over 2.25 million jobs.
- Critical passenger rail connecting services between the Northern California Megaregion and the future HSR EOS at a multi-modal hub station in downtown Merced. Better frequency on the existing San Joaquins route between Sacramento and Fresno. This increase in San Joaquins service will provide greater connectivity to future HSR Interim Service at Merced, enabling the service to become a more useful and reliable piece of the regional network.
- Reduce congestion and enhance safety along State Route 99, recognized as one of the most dangerous highways in the nation due to the high number of crashes and fatalities.
- Reduced air pollution, greenhouse gas (GHG) emissions, and vehicle miles traveled (VMT). Providing options for mode shift for intercity and commuter rail trips will be essential with the expected continued population growth in the Central Valley.

The San Joaquin Valley Regional Planning Agencies Policy Council strongly supports this application for improved passenger rail. This project is an important strategy to reduce congestion, improve quality of life, promote transit-oriented development, improve access to disadvantaged communities, and pursue a comprehensive and more sustainable transportation network for our future.

Thank you for considering the SJRRC/SJIPA grant application.

Sincerely,



Robert Poythress

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



SAVE THE DATE

SAN JOAQUIN VALLEY POLICY CONFERENCE



JOSÉ HERNÁNDEZ
Keynote Speaker

José Hernández: Former NASA astronaut, aerospace consultant, motivational speaker, and founder of Reaching for the Stars Foundation.

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2023 SAN JOAQUIN VALLEY

Blueprint Awards

Awards will be presented on April 26th at the San Joaquin Valley Annual Policy Conference hosted by the San Joaquin Council of Governments.

Award Categories

Development Projects

On the ground, existing project that exemplify the Blueprint principles:

- Residential
- Commercial
- Mixed Use
- Downtown Revitalization
- Transportation Enhancement
- Historic Revitalization

Planning Project or Program

Recognition of sustainable and innovative planning projects or programs.

Darrel Hildebrand Blueprint Leadership Award

Awarded to an individual who has shown enthusiasm and tenacity in promoting the Blueprint principles.

Outstanding San Joaquin Valley Elected Official

Awarded to an elected official who demonstrates great leadership and advocacy for promoting Blueprint principles.

CONTACT:

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**Nominations
Due March 31,
2023 by Noon**

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