



San Joaquin Valley Regional Planning Agencies Policy Council Meeting Agenda

**Friday, June 23, 2023
8:30 a.m.**

The meeting will be held via video teleconference at the following locations:

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Fresno Council of Governments
2035 Tulare St., Suite 201
Fresno, CA 93721

Stanislaus Council of Governments
1111 I St., Suite 308
Modesto, CA 95354

Tulare County Association of Governments
210 N. Church St., Suite B
Visalia, CA 93291

Madera County Transportation Commission
2001 Howard Rd., Suite 201
Madera, CA 93637

San Joaquin Council of Governments
555 E. Weber Ave., Suite 400
Stockton, CA 95202

Kings County Association of Governments
339 W. D St., Suite B
Lemoore, CA 93245

Merced County Association of Governments
369 W. 18th St.
Merced, CA 95340

Sheraton Fairplex Hotel and Conference Center
601 W McKinley Ave.
Pomona, CA 91768

Members of the public may participate in-person at any of the above referenced locations or remotely via Zoom.

Zoom Meeting Information

<https://us02web.zoom.us/j/81019918071?pwd=WHhiSkExbmhycklUbDkrTOi5NFdMQT09>

Meeting ID: 810 1991 8071

Password: 594788

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER

Chair Poythress

B. APPROVAL OF MINUTES

May 5, 2023, regular meeting

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

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

San Joaquin Valley
Air Pollution
Control District

San Joaquin
Joint Powers
Authority

C. DISCUSSION/ACTION ITEMS

- | | | |
|--|-----------------------------|-------------------------------------|
| 1. Federal Legislative Platform
<i>Discuss and approve draft platform and discuss Valley Voice DC 2023 (September 12-13, 2023)</i> | David Gellman | <input checked="" type="checkbox"/> |
| 2. California Legislative and Budget Update
<i>Receive update</i> | Gus Khouri | <input checked="" type="checkbox"/> |
| 3. State Route 99 and Major Highway Funding
<i>Receive update</i> | Diana Gomez and Dennis Agar | |
| 4. Executive and Water Committees
<i>Appoint new members</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 5. Fiscal Year 2023-24 Valleywide Overall Work Program
<i>a. Consider approving</i>
<i>b. Approve legislative advocacy agreements and cost sharing reimbursement agreement.</i> | Michael Sigala | <input checked="" type="checkbox"/> |
| 6. Meeting Calendar for Fiscal Year 2023-24
<i>Consider approving</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. Inland Ports: TradePort CA & Castle Commerce Center | Tony Boren, and Daron McDaniel |
| 2. San Joaquin Valley Air Pollution Control District | Samir Sheik |
| 3. High Speed Rail | Toni Tinoco |
| 4. ACE/SJIPA | Dan Leavitt |

E. OTHER ITEMS

- | | |
|--|--------------|
| 1. Executive Directors' Report | Diane Nguyen |
| 2. Regional 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.

F. ADJOURN

Next Regular Regional Policy Council Meeting: Friday, January 26, 2024.

Provisional Meeting on November 3, 2023, at 9:00 a.m.

There will be a Pre-Valley Voice DC meeting on August 25, 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 B

Meeting Minutes

Friday, May 5, 2023

Time: 10:00 a.m.

Meeting Location:
Remote Zoom Video Teleconference

Policy Council Member Attendees:

MEMBER	MPO/COG	TITLE	JURISDICTION
Robert Poythress (Chair)	MCTC	Supervisor	Madera County
Gary Yep	Fresno COG	Councilmember	City of Kerman
Alma Beltran	Fresno COG	Mayor	City of Parlier
Bob Smith	Kern COG	Councilmember	City of Bakersfield
Cathy Prout	Kern COG	Mayor Pro Tem	City of Shafter
Jose Rodriguez	MCTC	Councilmember	City of Madera
Dan Wright	SJ COG	Councilmember	City of Stockton
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Dennis Townsend	TCAG	Supervisor	Tulare County
Rudy Mendoza (Vice)	TCAG	Mayor	City of Woodlake
Tom Jordan for Samir Sheikh	SJVAPCD	Executive Director	SJVAPCD

Please see Appendix A for a list of other attendees

(559) 266-6222

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Bakersfield, CA 93301

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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 Poythress

B. APPROVAL OF MINUTES

There was a motion to approve the January 27, 2023, regular meeting minutes.

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

C. DISCUSSION/ACTION ITEMS

1. Approve oppose position for AB 985

Tom Jordan

Tom Jordan, San Joaquin Valley Air Pollution Control District, noted AB 985 (Arambula) is now in the appropriations committee. AB 985 would make significant costly, and unsustainable changes to the San Joaquin Valley Air Pollution Control District's offsets program and require an extremely resource-intensive review of emission reduction credits (ERCs) held by facilities in the District.

AB 985 would require the California Air Resources Board (CARB) to conduct an extensive analysis of the Valley's ERC banks for particulate matter below 10 microns (PM10), carbon monoxide (CO), and oxides of sulfur (SOx). This requirement does not recognize that ERCs are publicly noticed and that CARB and US EPA review and approve every ERC before issuance. Repeating work that has already taken place will not improve air quality but only substantially increase costs.

Mr. Jordan noted the letter in the agenda packet stating opposition to AB 985. Mr. Rudy Mendoza mentioned that local seats are unfilled on boards, hence we see this action by the state government (previous bill by Arambula). Mr. Jordan addressed the vacancies on the SJVAPCD board.

First Motion: Rudy Mendoza
Second Motion: Dan Wright
No Nays
Motion Carried

A roll call vote was conducted for this item.

2. Approve oppose, unless amended, position for AB 6

Gus Khouri

Mr. Gus Khouri noted last years' bill by Assemblymember Friedman that failed, similar to AB 6 this year. AB 6 would require the State Air Resources Board, after January 1, 2024, and not later than September 30, 2026, to establish additional greenhouse gas emission targets for automobiles and light trucks, for 2035 and 2045, respectively. This bill would additionally require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets. Mr. Khouri noted how transit, density and driving patterns are different in the San Joaquin Valley when compared to other regions in the state. The working group for this bill is now considering additional avenues for implementation, such as VMT mitigation banks.

First Motion: Alma Beltran
Second Motion: Dan Wright
No Nays
Motion Carried

A roll call vote was conducted for this item.

3. Approve oppose, unless amended, position for AB 7

Gus Khouri

This bill would require, on and after January 1, 2025, the project selection process for each transportation project that would be funded, at least partially, from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles. Principles include improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process. The bill would require the agency, on or before January 1, 2026, and annually thereafter, to submit a report to the Legislature on how those transportation projects that were completed during the prior year incorporated those principles. Mr. Khouri noted how federal funds are being held to a higher standard in California in terms of CAPTI compliance. Mr. Khouri noted ongoing efforts in working with Assemblymember Friedman’s office to better understand freight and passenger movement in the Valley.

First Motion: Alma Beltran
Second Motion: Dan Wright
No Nays
Motion Carried

A roll call vote was conducted for this item.

D. OTHER ITEMS

1. Policy Council member comments

No member comments.

E. PUBLIC COMMENT

No public comment.

Meeting Adjourned at 10:37 am.

Appendix: A – List of other meeting attendees.

Individual(s)	Organization
Michael Sigala	SJV Coordinator, Sigala Inc.
Rosa Park	Stan COG
Patricia Taylor	MCTC
Stacey Guzman	MCAG
Terri King	KCAG
Tony Boren	Fresno COG
Stephanie Jackson	MCAG
David Gellman	Simon & Co.
Jeff Findley	MCTC
Jen Covino	Simon & Co.
Monica Streeter	StanCOG

**SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES POLICY COUNCIL
VALLEY VOICE 2023**

FEDERAL PLATFORM

Discretionary Spending

The Valley Voice delegation understands that the Administration and lawmakers reached an agreement to lift the debt ceiling and take steps to reduce the national debt with the enactment of the *Fiscal Responsibility Act of 2023* (P.L. 118-5) earlier this year. We are concerned that the law effectively freezes topline Fiscal Year (FY) 2024 nondefense discretionary spending at FY 2023 levels, and some lawmakers are pursuing further reductions beyond those levels. As appropriators continue work on FY 2024 spending bills, we urge Congress to avoid cuts to key discretionary transportation programs authorized by the *Infrastructure Investment and Jobs Act* (P.L. 117-58) and the *Inflation Reduction Act* (P.L. 117-169). Maintaining those investments in the FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill will help the Regional Planning Agencies in their work to enhance mobility, safety, goods movement, and air quality in the Central Valley. Programmatic reductions would counter our ability to fully realize the potential of the federal investments in our regional infrastructure that were to be provided by the historic laws.

Highway Infrastructure

We urge lawmakers to reach agreement on all twelve annual spending bills to ensure local projects sponsored by the Policy Council and its member agencies are ultimately funded. While we acknowledge the fiscal restraints imposed by the *Fiscal Responsibility Act of 2023*, we ask lawmakers to maintain proposed investments in the FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill that will support the following highway infrastructure projects:

- 1) The State Route 99/120 Connector Project Phase 1B sponsored by the San Joaquin Council of Governments (SJCOCG). This project will improve the connector from northbound State Route (SR) 99 to northbound SR 120 by widening the connector to two lanes and adding merge/weave lanes on westbound SR 120 between SR 99 and the Main Street Interchange. Congressman Josh Harder (CA-9) submitted a \$5 million Community Project Funding (CPF) request for the project from SJCOCG for potential inclusion in the House FY 2024 T-HUD spending bill.
- 2) The SR-132 Dakota Avenue to Gates Road Project sponsored by the Stanislaus Council of Governments. This project will support the final design of a seven-mile east-west freeway between Interstate 5 and SR 99 in Stanislaus County that will relieve congestion, improve interregional and regional circulation, and enhance operations and safety. Senator Alex Padilla (D-CA) submitted a \$5 million Congressionally Directed Spending (CDS) request for the project from StanCOG for potential inclusion in the Senate FY 2024 T-HUD spending bill.

State Route 99 Corridor Priority Projects

The Valley Voice delegation requests robust assistance from our federal partners to strengthen the State Route (SR) 99 corridor in the Central Valley. We ask for support for key segments and connections to SR 99 that have been identified as priorities for the Policy Council in the year ahead.

Insert SR-99 map of priority projects here.

Air Quality

The U.S. Environmental Protection Agency (EPA) disapproval of 2018 PM_{2.5} contingency measures remains an ongoing concern. Working toward a resolution that avoids sanctions is a top priority for the San Joaquin Valley Air Pollution Control District and the eight Regional Planning Agencies. Proposed contingency measures submitted by SJVAPCD conform with draft guidance issued by EPA on March 17, 2023, and those would result in significant reductions to fully satisfy fair-share reductions from sources

under the jurisdiction of the District. While we await the EPA review of those measures as well as the release of a federal implementation plan (FIP) anticipated in the summer months of 2023 that could impact next steps, we understand that the implementation of federal funding sanctions could occur as early as December 2023 if a resolution is not attained working with the federal agency.

We urge EPA to work with our partners at SJVAPCD toward a resolution on the 2018 PM2.5 contingency measures and approval of the plan to avoid sanctions. Sanctions will adversely impact the ability of the RPAs to ensure the timely and effective delivery of transportation and infrastructure projects that receive federal resources authorized by the *Infrastructure Investment and Jobs Act* (P.L. 117-58). This would counter the goals of the Biden Administration to advance transportation projects and initiatives that will improve air quality in alignment with the objectives of the Clean Air Act, while enhancing other mobility, safety, resiliency, and equity outcomes for our constituents in the San Joaquin Valley. We ask for the cooperation of EPA and federal partners in coordinating together on these air quality planning efforts to approve the 2018 PM2.5 contingency measures and avoid potential impacts to project delivery.

Passenger Rail Infrastructure

The Valley Voice delegation supports new federal investments that will enhance passenger rail service in the Central Valley. We encourage lawmakers and the Administration to support the following projects of local and regional significance:

- 1) The North Lathrop Transfer Station and Lathrop Wye Project sponsored by the San Joaquin Regional Rail Commission (SJRRRC). This project will enable transfers between three northbound Altamont Corridor Express (ACE) trains (Merced to Natomas) and three southbound trains (Stockton/Natomas to San Jose) and enhance connectivity to the Tri-Valley, Silicon Valley, and Bay Area Rapid Transit (BART) system. SJRRRC applied for federal funding for the project through the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program.
- 2) The San Joaquin Valley Rail Corridor Vision Program sponsored by SJRRRC. This project will lay the groundwork for the expansion of San Joaquin Intercity Passenger Rail service frequencies and service territory to provide connections to initial service on the California High Speed Rail (HSR) operating segment. SJRRRC applied for federal funding for the project through the FY 2022 Corridor Identification and Development (Corridor ID) Program.
- 3) The North Central Valley Rail Capacity Enhancement Project sponsored by SJRRRC. This project proposes an ambitious suite of corridor-based capacity improvements that will enable the expansion of state-supported intercity passenger rail service and enhanced freight rail velocity and efficiency that is critical to the corridor's agricultural sector. SJRRRC applied for federal funding for the project through the FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail (FSP) Program.
- 4) The Rail Academy of Central California (TRACC) sponsored by SJRRRC. This project is a strategic partnership between educational and business entities to train and place students into quality transportation-related jobs in the railroad and transit sectors. SJRRRC applied for federal funding for the project through the FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.
- 5) A project sponsored by SJRRRC expand the Altamont Corridor Express from Natomas to Ceres to run over new tracks by installing Positive Train Control (PTC) systems on Modesto & Empire Terminal (M&ET) rolling stock. Senator Dianne Feinstein (D-CA) and Senator Alex Padilla (D-CA) submitted a \$2.812 million Congressionally Directed Spending (CDS) request for the project for potential inclusion in the Senate FY 2024 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill.

We anticipate that an announcement on the RAISE program will be made by the end of June. Announcements on other programs may also be made prior to the Valley Voice trip in September. Therefore, we will need to revise this section accordingly as developments unfold.

Buy America

The San Joaquin Valley recommends that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are consistent in the implementation of agency waivers to the *Build America, Buy America Act*. We encourage FHWA and FTA to expedite the review and approval of Buy America waiver requests from the Central Valley and that those determinations be published for notice and comment in the *Federal Register* as soon as possible.

Water Infrastructure

Local governments within the Central Valley are considering various federal funding streams for projects to enhance the safety, reliable, and consistency of our regional water supply. These include a \$1.6 million Community Project Funding (CPF) request for the Stockton Diamond Sewer Upsizing Project sponsored by the San Joaquin Regional Rail Commission (SJRRRC) and submitted by Congressman Josh Harder (CA-9) to the House Appropriations Committee for potential inclusion in the Fiscal Year (FY) 2024 Interior, Environment, and Related Agencies spending bill. We urge lawmakers to reach agreement on FY 2024 appropriations legislation to ensure water infrastructure projects like these are ultimately funded.

The Valley Voice delegation is also concerned about the U.S. Department of the Interior (DOI) review of the 2019 Biological Opinions (BiOps) for water deliveries from the Central Valley Project (CVP) and State Water Project (SWP). It has caused significant uncertainty about the future water supply for local governments and our residents, businesses, and farmers.

DRAFT



June 16, 2023

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

RE: STATE LEGISLATIVE UPDATE – MAY

On June 15, the legislature met its constitutional obligation to pass a timely budget with the approval of two identical vehicles, AB 101 and SB 101. SB 101 is the enrolled bill and will be the eventual vehicle for the FY 2023-24 budget, leaving AB 101 as a backup option should unresolved items need to be addressed by the Governor, Speaker, and Senate President pro-Tempore (Big Three). Both bills, which contain \$223.6 billion in General Fund spending (\$306 billion with special funds), address a deficit of \$31.5 billion, up from the \$22.5 billion cited in January. The deficit is a sharp turn from the past few years following surpluses in the FY 22-23 State Budget (\$97.5 billion) and the FY 21-22 State Budget (\$76 billion) surplus, predominantly used for one-time expenditures than long-term obligations. A balance of \$37.2 billion in reserves helps address the shortfall and stave off deep cuts.

The Governor must sign by June 30. Due to its reliance on special funds such as the gas tax and vehicle registration fee, transportation is fairly insulated from impacts to the General Fund. Still, there is General Fund revenue being proposed to supplement public transit.

Additional Funding for Transit

SB 198 (Committee on Budget), Statutes of 2022, includes intent language to allocate \$4 billion over FY 23-24 and FY 25-26 (\$2 billion each fiscal year) through the Transit Capital and Intercity Rail Program to Metropolitan Planning Organizations, using the State Transit Assistance formula to supplement transit capital and operations needs. This funding was conditioned upon the availability of General Fund resources, which reached a record \$97.5 billion balance for FY 22-23.

Governor Newsom proposes a planned funding reduction in 2023 and 2024 from \$2 billion annually to \$1 billion in 2023-24 and \$500 million each in 2024-25 and 2025-26, representing a 50 percent reduction of SB 198 funds, and spreading funds out over three fiscal years, rather than two. These funds are set to be allocated proportionally, by region, based on population.

AB and SB 101, however, provide \$5.1 billion for transit across 2023-24, 2024-25, and 2025-26. This includes \$4 billion from the General Fund to California State Transportation Agency (CalSTA) across 2023-24 and 2024-25 for the Transportation and Intercity Rail Capital Program as well as \$1.1 billion to

CalSTA across 2023-24, 2024-25, and 2025-26 for the Zero Emission Transit Capital Program. Both programs will provide 100% flexibility for capital and operations expenses and be contingent on meeting specified accountability provisions. This will be a continued Big Three negotiation between the Governor, Assembly Speaker, and Senate President pro-Tempore.

Bills of Interest

Policy committees must complete their business by July 14 (start of Summer Recess, back on August 14), fiscal committees by September 1, and all business by the floor of each house by September 14, to be considered for signature by the Governor by October 14. Below is a summary of bills of interest to the Policy Council.

AB 6 (Friedman)

As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets. **Status:** Senate Transportation Committee. The author has committed to making this a two-year bill. **SJVRPC has an oppose position.**

AB 7 (Friedman)

As amended on May 25, this bill requires the California Transportation Agency (CalSTA), Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles from the Climate Action Plan on Transportation Infrastructure (CAPTI) and the federal Infrastructure Investment and Jobs Act (IIJA), into processes for project development, selection, and implementation, as feasible, and requires additional policy analyses be added to the California Transportation Plan (CTP). **Status:** Senate Transportation Committee. **SJVRPC has an oppose unless amended position to change language pertaining to vehicle miles traveled impacts on project delivery.**

AB 557 (Hart)

This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. **Status:** Senate Governance and Finance Committee.

AB 650 (Armbula)

This bill would have changed the size and composition of the San Joaquin Valley Unified Air Pollution Control District. **Status:** Failed passage in Assembly Local Government Committee. **SJVRPC has an oppose position.**

AB 985 (Arambula)

This bill requires the Air Resources Board (ARB) to conduct an analysis of the San Joaquin Valley Unified Air Pollution Control District's (District) emission reduction credit banks for specified air pollutants by January 1, 2027. It also requires the District to revise the regulation establishing its emission reduction credit system to require existing and future emission reduction credits to expire after a specified time period. **Status:** Senate Environmental Quality Committee. **SJVRPC has an oppose position.**

AB 1525 (Bonta)

The bill would require the California State Transportation Agency, California Transportation Commission, and Caltrans, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of funds allocated for each agency, excluding administrative costs, to be allocated for projects that are located in priority populations, address an essential need of priority populations, and provide at least five direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate funds consistent with that established percentage. **Status:** Failed passage in the Assembly Appropriations Committee. **SJVRPC has an oppose position.**

SB 537 (Becker)

This bill has been amended to allow multijurisdictional bodies to meet virtually. Multijurisdictional means a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. This would allow SJVRPC to meet virtually without a state of emergency declaration. **Status:** Assembly Local Government Committee

SB 746 (Eggman), sponsored by Valley Link, adds electrolytic hydrogen to the list of alternative energy resources in statute and allows Valley Link to enter a service contract. to enter those contracts for the generation, sale, and use of electrolytic hydrogen. **Status:** Assembly Appropriations Committee. **SJVRPC has a support position.**



DATE: June 23, 2023

TO: San Joaquin Valley Regional Planning Agencies Policy Council

SUBJECT: Executive and Water Committee Membership

The San Joaquin Valley Regional Planning Agencies Policy Council has two standing committees: Executive Committee and the Water Policy Committee.

Executive Committee

The Executive Committee of the Policy Council was 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.

Current Executive Committee members

- Robert Poythress, Madera County (Chair) {CENTRAL}
- **VACANT**
- Dan Wright, City of Stockton, San Joaquin County {NORTH}
- Bob Smith, City of Bakersfield, Kern County {SOUTH}
- Gary Yep, City of Kerman, Fresno County {CENTRAL}

- Alternate - Daron McDaniel, Merced County {NORTH}
- **Alternate – VACANT**

The list above reflects the departure of Bill Zoslocki (Modesto, north) and alternate Brett Frazier (Madera, central).

Water Policy Committee

The Water Policy Committee of the Policy Council was 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.

Current Water Policy Committee members

- Rudy Mendoza, City of Woodlake, Tulare County, CHAIR
- Dan Wright, San Joaquin County
- **VACANT, Stanislaus County**
- Daron McDaniel, Merced County
- Robert Poythress, Madera County
- Gary Yep, City of Kerman, Fresno County
- Doug Verboon, Kings County
- Bob Smith, City of Bakersfield, Kern County

The list above reflects the departure of Bill Zoslocki (Modesto, Stanislaus County).

Requested Action. Update and reconfirm membership as appropriate. Appoint a representative and alternate to the Executive Committee. Appoint a Stanislaus County representative to the Water Committee.



DATE: June 23, 2023

TO: San Joaquin Valley Regional Planning Agencies Policy Council

SUBJECT: Valleywide Overall Work Program for Fiscal Year 2023-24

An Overall Work Program (OWP) is a federal and state mandated planning and budgeting work product that Regional Planning Agencies of the San Joaquin Valley develop on an annual basis. The OWP is a one-year scope of work and budget for transportation, related planning activities, and funding sources to be accomplished between July 1 and June 30 of the fiscal year. The Policy Council has stipulated in its memorandum of understanding the need to annually produce an eight-county Valleywide OWP.

The Valleywide Overall Work Program for FY 2023-24 details the coordinated activities that all eight regional planning agencies, and its partners, are actively engaged in. Each Valley RPA will also include a Valleywide Chapter in their respective Overall Work Program that details and proportionally budgets for the shared tasks identified in the enclosed Valleywide OWP.

The federal and state legislative advocacy contracts for FY 2023-24 will need to be approved by the Policy Council. The contracts are managed by StanCOG and each partner organization has received copy of the proposed contracts and reimbursement agreement for cost sharing across the Policy Council organizations.

The legislative advocacy contracts for FY 2023-24 total \$150,000 (Simon and Company \$50,000, Khouri Consultants \$100,000). This is an increase from last fiscal year of \$30,000 due to additional work efforts needed by the state (Khouri) legislative advocate.

The reimbursement agreement outlines the shared equal contribution of each member of the Policy Council, ten organizations to support the legislative advocacy contracts. The total reimbursement amount for FY 2023-24 is \$150,000 or \$15,000 per organization.

The San Joaquin Valley Regional Planning Agencies' Directors' Committee has approved the Valleywide OWP and the legislative advocacy contract and reimbursement agreement terms, and is recommending approval from the Policy Council for these items.

The San Joaquin Valley Regional Planning Agencies' Directors' Committee will be re-evaluating all professional services agreements that are "valleywide" in scope for the following fiscal year (FY 2024-25). The process will begin in late 2023.

Requested Action(s):

1. Consider approving the Valleywide Overall Work Program for FY 2023-24.
2. Approve professional service agreements for the federal and state legislative advocacy representatives, Simon & Company and Khouri Consulting.
3. Approve FY 2023-24 Reimbursement Agreement between the 10 participating Policy Council organizations to fund the legislative advocacy contracts.

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES



OVERALL WORK PROGRAM FY 2023-2024



San Joaquin Valley Regional Planning Agencies Policy Council Members and Staff, June 2023

Fresno Council of Governments (Fresno COG)

Councilmember Gary Yep, City of Kerman

Mayor Alma Beltran, City of Parlier

Alternate: Mayor Pro Tem Bill Nijjer, City of Kerman

STAFF: Tony Boren, Executive Director. Vice-Chair, Directors' Committee

Kern Council of Governments (Kern COG)

Supervisor Zack Scrivner, Kern County

Councilmember Bob Smith, City of Bakersfield

Alternate: Mayor Pro Tem Cathy Prout, City of Shafter

STAFF: Ahron Hakimi, Executive Director

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

Madera County Transportation Commission (MCTC)

Supervisor Robert Poythress, Madera County – **CHAIR, POLICY COUNCIL**

Councilmember Jose Rodriguez, City of Madera

Alternate: Councilmember Waseem Ahmed, City of Chowchilla

STAFF: Patricia Taylor, Executive Director

Merced County Association of Governments (MCAG)

Supervisor Daron McDaniel, Merced County - **VICE CHAIR, POLICY COUNCIL**

Mayor Pat Nagy, City of Gustine

Alternate: Supervisor Scott Silveira, Merced County

STAFF: Stacie Guzman, Executive Director

San Joaquin Council of Governments (SJ COG)

Councilmember Dan Wright, City of Stockton

Mayor Gary Singh, City of Manteca

Alternate: Supervisor Rick Rickman, San Joaquin County

STAFF: Diane Nguyen, Executive Director

Stanislaus Council of Governments (StanCOG)

Supervisor Vito Chiesa, Stanislaus County

Councilmember Rosa Escutia-Braaton, City of Modesto

Alternate: Supervisor Buck Condit, County of Stanislaus

STAFF: Rosa Park, Executive Director

Tulare County Association of Governments (TCAG)

Supervisor Dennis Townsend, Tulare County

Mayor Rudy Mendoza, City of Woodlake

Alternate: Councilmember Linda Launer, City of Dinuba

STAFF: Ted Smalley, Executive Director. Chair, Directors Committee

San Joaquin Valley Air Pollution Control District (SJVAPCD)

Samir Sheikh, Executive Director

Alternate: Tom Jordan, Senior Policy Advisor

San Joaquin Joint Powers Authority (SJ JPA)

Stacey Mortensen, Executive Director

Alternate: Dan Leavitt, Manager of Regional Initiatives

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, and the Executive Director of the San Joaquin Joint Powers Authority (SJJPA). In FY 2021-22, government affairs contracts for state and federal representation for the Regional Policy Council was implemented.

The FY 2023-2024 Valleywide Overall Work Program is a summary document and details major coordinated activities that all eight regional planning agencies, along with the Air District and SJJPA, 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, MCAG, TCAG, MCTC

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 in 2006, the only transportation earmark in the bond placed before the voters. Caltrans Districts 6 and 10 have 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 continued project planning and funding utilizing SB1 funding, RAISE, and other funding strategies.

In FY 2022-23, considerable activities related to SR 99 improvements took place including continued efforts around coalition building for finishing the system, and STIP funding awards for the Tulare, Merced and Madera segments.

Additionally, Caltrans initiated the **State Route 99 Comprehensive Multimodal Corridor Plan (CMCP)** to identify a broad range of multimodal opportunities for improving and enhancing the SR 99 corridor and for developing a stakeholder shared vision and implementation plan for the corridor that aligns with state goals to reduce GHG emission and passenger VMT, and increase freight reliability and throughput for inclusive economic development. The CMCP is a prerequisite for additional state funding for SR 99 capital projects. The CMCP planning process will be coordinated between Caltrans' district offices and the Valley MPOs.

Activities for FY 2023-2024:

- Continue to advocate to complete the SR 99 system, to a least six lanes of travel throughout the San Joaquin Valley.
- Monitor and participate in the planning process for the State Route 99 Comprehensive Multimodal Corridor Plan (CMCP).
- Partake in and lead discussions with the Regional Policy Council, the California Transportation Commission, legislators, and others, about the importance of identifying and prioritizing state and federal 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. New federal infrastructure funding programs, and the state Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program, and the State Transportation Improvement Program (STIP) are major SB1 funding sources to be targeted. Other sources at the state level include budget surplus funds.
- 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.
- Outline policies for converting temporary lanes to permanent lanes when feasible. Kern COG to coordinate with Caltrans D6, and MCAG to coordinate with D10 on opportunities for additional programming.

2. 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 \$45 billion every year in agricultural commodities. 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 San Joaquin Valley Regional Planning Agencies have a strong history of regional goods movement planning. The San Joaquin Valley Interregional Goods Movement Plan (2015), San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan (2017), the San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017), and the I-5 Freight ZERO Pilot Study (2019) are examples of regional coordination to enhance freight movement in the Valley. In 2020, funding and regional support for the California Inland Port concepts was solidified among the RPAs.

Activities for FY 2023-24:

- Continue to coordinate project prioritization for RAISE, SB1 and other goods movement federal and state funding.
- 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 and economic development industries to enhance goods movement planning and implementation efforts.
- Continue to identify multimodal strategies to compliment and support the movement of goods in the SJV.
- Continue to actively fund and participate in inland port concepts for the Valley, including the now TradePort California and the Castle Commerce Center.
- Continue to explore alternative fuels and technology strategies for meeting the California's Sustainable Freight mandates.

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

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.

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

Activities for FY 2023-24:

- Continue to monitor and work towards approval of the 2018 PM2.5 plan, which could impact project funding in this fiscal year.
- 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.
- Assist Valley staff in demonstrating conformity; provide EMFAC emissions modeling support.
- Assist Valley staff in SCS review performed by the California Air Resources Board.

5. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS

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

Lead: San Joaquin COG and Fresno 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. The Valley Regional Planning Agencies will be working independently, and collectively, to meet the 2022 and 2026 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 on new protocols for the updated SCS review guidelines, as well as establishing regular and ongoing communication with ARB staff to better implement the SCS planning process for future plan cycles.

Activities for FY 2023-24:

- Work with ARB staff to finalize 2022 RTP/SCS reviews.
- Establish regular and ongoing communication between ARB staff and Valley MPOs for an enhanced, transparent and consistent SCS planning and review process in future cycles.
- Assist ARB, and other state entities, on SB 375 progress reporting, and other guidance or policy documents as needed.
- Continue to implement transportation and land use strategies developed in the RTP/SCS.
- Continue to evaluate and monitor CAPTI, and other climate change and social equity policies for implementation into Valley RTPs where appropriate.

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, Valleywide Coordinator

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 and related 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), the High-Speed Rail Authority, and Housing and Community Development (HCD). 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), MPOs in the Central Coast, 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 2023-2024:

- Directors to coordinate and attend one-third of CTC meetings, and meet throughout the year with our CTC Commissioner representative.
- Directors to meet annually with CalSTA Director.
- CTC staff to be invited to Directors' Committee meeting once a year; Directors to meet with at least two CTC Board Members they don't currently know.
- 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.
- 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 ARB management and board members, and attend the joint CTC/ARB and joint CTC/ARB/HCD Board meetings.

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, government affairs consultants, TCAG

In FY 2021-22, government affairs contracts for state and federal representation for the Regional Policy Council were implemented with StanCOG as the fiscal agent. The federal and state government affairs staff routinely update the Directors and Policy Council when legislative advocacy is needed for the Valley. Several times annually, position letters are written and circulated regarding legislation to support

or oppose, and funding opportunities to pursue and support. 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 2023-24:

- Plan and execute “Valley Voice” Washington D.C. visit for September 2023.
- Continue to routinely meet with our state and federal legislators regarding legislation and funding opportunities for the Valley.
- 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).
- Plan “Valley Voice” Sacramento visit for Spring 2024.
- Continue to engage and update Policy Council members on issues of regional importance.

8. OTHER VALLEYWIDE ACTIVITIES

- **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 million 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 2024.

Approximately \$59 million in REAP 2.0 funding is slated to come to Valley MPOs beginning in FY 2022-23. Valley MPOs have completed initial applications for funding and are starting the implementation process.

- **Passenger Rail.** The valley regional planning agencies coordinate and implement regional passenger transportation planning and capital efforts with the San Joaquin Joint Powers Authority (SJ JPA). The SJ JPA was added as member of the Policy Council at the beginning of FY 2021-22. The SJ JPA advises the Policy Council on passenger rail matters that are in need of a coordinated and unified position and passenger rail continues to be a significant part of the annual state and federal legislative platforms.
- **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 2023 conference was held in Manteca, in San Joaquin County. The 2024 conference will be held in Visalia, in Tulare County. The Central California American Planning Association is also a contributor to the conference and manages the Blueprint Awards.

Past Conferences

Modesto (StanCOG) 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
 Fresno (Fresno COG), Spring 2022
 Manteca (SJ COG), Spring 2023

Future Conferences

TCAG, 2024
 MCTC, 2025
 MCAG, 2026
 StanCOG, 2027
 KCAG, 2028
 Fresno COG, 2029
 SJ COG, 2030
 Kern COG – may be available to host at some time.

- Policy Council Meetings and Directors’ Committee Meetings.** The Valleywide Coordinator shall continue to schedule monthly Directors’ Committee meetings and meetings for the Policy Council. In FY 2017-18, an Executive Committee and Water Policy Committee were created for the Policy Council. The Regional Policy Council usually meets twice a year in person and holds two to three zoom conference meetings in preparation for Valley Voice visits. Up to four additional provisional and emergency meetings are also held each year. The Chair of the Policy Council is elected for a one-year term in the first meeting of the fiscal year (usually in January). Activities for the coordinated efforts of the Valley are maintained at www.sjvcogs.org.

Directors’ Chair

Tulare County Association of Governments, 2023-24

Rotation Schedule

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

Kern Council of Government, 2029-30

San Joaquin Council of Governments, 2030-31

Policy Council

Robert Poythress, Madera County Supervisor, 2023

Chairs

Robert Poythress, Madera County Supervisor, 2022

Robert Poythress, Madera County Supervisor, 2021

Charles “Chuck” Winn, San Joaquin County Supervisor, 2020
Rudy Mendoza, Mayor, City of Woodlake, 2019
Rudy Mendoza, Mayor, City of Woodlake, 2018
Rudy Mendoza, Mayor, City of Woodlake, 2017
Amarpreet “Ruby” Dhaliwal, Mayor, City of San Joaquin, 2016
Robert Poythress, Mayor, City of Madera, 2015
Robert Poythress, Mayor, City of Madera, 2014
Allen Ishida, Tulare County Supervisor, 2013
Allen Ishida, Tulare County Supervisor, 2012
Bill Spriggs, Mayor, City of Merced, 2011

Fiscal Year 2023-24 Budget

The budget for the shared Valleywide activities noted in this document is detailed below. Budget amounts by agency represent the total direct cost for this activity. Budget amounts by activity are apportioned by population share for all items, except for Valley Voice/legislative advocacy, which is apportioned equally.

SJ COG is the fiscal agent for Air Quality Planning which is conducted by Trinity Consultants with project management support by SJ COG staff.

Fresno COG is the fiscal agent for the Valleywide Coordinator contract.

StanCOG is the fiscal agent for the state and federal government affairs contracts.

The total budget of \$491,000 for shared valleywide activities for fiscal year 2023-2024 is detailed below.

Valleywide Activities			Air Quality Planning ⁽²⁾	Legislative Advocacy/ Valley Voice ⁽³⁾	Valleywide Coordinator ⁽⁴⁾	Total FY 2023-24
MPO Share By Population ⁽¹⁾						
Fresno	1,011,499	23.4%	\$46,822	\$17,000	\$29,264	\$93,086
Kern	907,476	21.0%	\$42,007	\$17,000	\$26,254	\$85,261
Kings	151,018	3.5%	\$6,991	\$17,000	\$4,369	\$28,360
Madera	158,148	3.7%	\$7,321	\$17,000	\$4,575	\$28,896
Merced	285,337	6.6%	\$13,208	\$17,000	\$8,255	\$38,463
San Joaquin	786,145	18.2%	\$36,390	\$17,000	\$22,744	\$76,134
Stanislaus	545,939	12.6%	\$25,271	\$17,000	\$15,795	\$58,066
Tulare	475,064	11.0%	\$21,991	\$17,000	\$13,744	\$52,735
SJPA				\$15,000		
SJVAPCD				\$15,000		
Total FY 2023-24	4,320,626	100.0%	\$200,000	\$166,000	\$125,000	\$491,000

(1) CA DOF, E-1, January 1, 2023 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).

Cost for Valley Voice includes federal and state government affairs consultants at \$150,000.

(4) Sigala Inc, includes subcontracts for administering the Annual Policy Conference, website maintenance (sjvcogs.org) and IT support, and other subcontracts and subscription services.

Valleywide Meeting Calendar FY 2023-2024 San Joaquin Valley Regional Planning Agencies

2023						
July						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30	31					

August						
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September						
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31						

2024						
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April						
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May						
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June						
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30						

	Executive Directors' Committee Meetings
	Washington DC Valley Voice (September 12-13, mtg dates)
	Regional Policy Council Regular Meetings
	Regional Policy Provisional Meetings
	Pre Valley Voice Planning Meetings
	Annual Policy Conference April 29 to May 1, 2024
	Sacramento Valley Voice (March 2024, actual dates TBD)