Meeting Agenda  
Thursday, October 6, 2016  
Time: 10:00 a.m.

Meeting Host:  
Kern Council of Governments

Meeting Location:  
1401 19th Street, Suite 300  
Bakersfield, CA 93301

Teleconference Number: 1-712-432-1212  
Participant Code: 432-600-639

APPROVAL OF MINUTES

1. September 1, 2016 Directors’ Meeting  
   T. Smalley  
   ✓

DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality  
   
   R. Niblock

   Update and Discussion

3. Valley Legislative Affairs Committee  
   B. Kimball  
   ✓

   a. Discuss Valley Voice D.C. Follow Up  
   b. Revisit SR 99 as an Interstate Concept  
   c. Valley Voice Sacramento 2017

4. MPO Coordination and Planning Area Reform  
   T. Smalley  
   ✓

   Discuss and Approve an Appropriate Population Threshold  
   for San Joaquin Valley MPOs  
   link to rulemaking

5. UC Davis Rural Transit Alternatives Study  
   T. Boren  
   ✓

   Discuss Local In-Kind Staffing Match Contribution
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.

7. Caltrans Directors’ Report  
   S. Ehlert / D. Agar

8. San Joaquin JPA for Passenger Rail  
   D. Leavitt

9. California High Speed Rail  
   D. Gomez

10. Goods Movement Planning  
    M. Sigala

11. Rural Transit Alternatives Study/UC Davis  
    M. Sigala

12. Proposition 84/Blueprint/Greenprint  
    R. Terry

13. California Partnership for the San Joaquin Valley  
    J. Chilingerian

14. Regional Energy Planning  
    M. Sigala

OTHER ITEMS

15. Director Items

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

ADJOURN MEETING.

Directors Only Session will be held at approximately 11:30 a.m.

Next Directors’ Meeting: Thursday, November 3, 2016 (Madera)

Americans with Disabilities Act (ADA) Accommodations
The meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at (559) 266-6222, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting.
Meeting Minutes
Thursday, September 1, 2016
Time: 10:00 a.m.

Meeting Location:
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

ITEM 1

Directors | MPOs
---|---
Andrew Chesley | San Joaquin Council of Governments
Ted Smalley | Tulare County Association of Governments
Tony Boren | Fresno Council of Governments
Robert Phipps for Ahron Hakimi | Kern Council of Governments
Marjie Kirn | Merced County Association of Governments
Rosa Park | Stanislaus Council of Governments
Dylan Stone for Patricia Taylor | Madera County Transportation Commission

Please see Appendix A for a list of other attendees

APPROVAL OF MINUTES

1. August 4, 2016 Directors’ Meeting

T. Smalley

There was a motion to approve the August 4, 2016 Directors Committee Minutes.

First Motion: Mr. Andrew Chesley
Second Motion: Mr. Robert Phipps
No Nays
Motion Carried
DISCUSSION/ACTION ITEMS:

2. **RTP/Sustainable Communities Strategies/Air Quality**
   
   R. Niblock

   **a. SB 375 Target Update and Discussion**
   
   - **SB 375 – UPDATE FROM ARB**
     In early July, the Valley sent a letter on SB 375 to ARB outlining progress made towards developing new targets, highlighting ongoing challenges currently being addressed, and establishing a more achievable target setting schedule for the Valley. In response to this letter, ARB staff requested a conference call with Valley modeling staff to discuss the VMIP2 model specifically.

     The history of our previous model VMIP1 was provided, and it was noted that ARB had requested that the Valley use a more sophisticated tool for the next target setting and RTP/SCS effort. An intro to VMIP2 was provided – including all the many ways that VMIP2 is an improvement over VMIP1.

     - Using more current data
     - Greater sophistication in linking high income households with high paying jobs

     Ongoing troubleshooting efforts being made by the modelers were discussed, and we noted that model troubleshooting isn’t something that has a set timeframe, so we’ve committed to a follow-up discussion with ARB to provide status update, with the next meeting happening in 3 weeks. ARB’s official letter response to our Valley letter noted the conversation we had, and states that they look forward to the ongoing technical dialogue.

   - **FOLLOW-UP ON NPRM DISCUSSION – PERFORMANCE METRICS FOR HIGHWAY, FREIGHT, CMAQ**
     The Valley comment letter has been submitted. The letter echoed many of the concerns cited by Caltrans and CalCOG, placing emphasis on the awkward timing for implementing planning requirements, expected challenges as it relates to data collection and availability, and thoughts on how the performance measures themselves could be improved. Staff will be monitoring responses to the comments received, and reaching out to FHWA to start a dialogue on this subject.

   - **FOLLOW-UP ON RTP HORIZON YEAR DISCUSSION**
     Mr. Ryan Niblocks recommends to look at critical milestones and deadlines over the next six years for air quality plans, EMFAC software implementation, and planning and programming documents that require air quality conformity determinations. A rough “AQ Planning Milestones” chart has been circulated to staff for reference, but are still working on the graphic and write-up that clearly highlights the potential lockdown points. As of right now, there is the potential for lockdown issues associated with the 2021 PM 2.5 Serious Plan (2012 Standard), the 2021 Ozone Plan (2015 Standard), and the EMFAC 2017 is under development because they all include EPA action dates that could conflict with RTP adoption timeframes for 2022. However, EPA’s feedback is needed before
establishing a polished schedule. Ted Smalley inquired about the impact of the various lockdowns on future freight funding for capacity increasing projects.

**b. Approve Proposed Amendments to the Valleywide Air Quality Contract**

Mr. Ryan Niblock requested that the Directors’ Committee authorizes the $25,000 contingency available per Valleywide AQ Planning and Services Contract with Sierra Research. This amount is already budgeted in the OWP, and would only require an affirmative vote from the Directors to allow Sierra access to these funds. Mr. Ryan Niblock highlighted unforeseen issues that have come up as well as a list of tasks that still needed to be addressed. As such, the request is to access funds that have already been budgeted for workloads, and a change order for an additional $15,000 to be made available to Sierra Research to complete tasks this calendar year.

There was a motion to approve the request to authorize the $25,000 contingency, and a change order for an additional $15,000 for Sierra Research.

First Motion: Mr. Andrew Chesley  
Second Motion: Mr. Robert Phipps  
No Nays  
Motion Carried

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3. **Valley Legislative Affairs Committee—Valley Voice D.C (Sept. 7-8)**  
   B. Kimball

   **a. Receive Update on Final Trip Briefing Materials and Logistics**

   Completed the final version of the trip brochure. The brochure can be viewed on the policy council’s webpage. From the staff’s prospective, the brochure represents what the board requested. Mr. Andrew Chesley requested to have the water issue distinctly separated from the rest of the policy items discussed in the brochure.

   **b. Discuss AB 2170 (national freight funding to TCIF)**

   AB 2170 was passed yesterday. CALCOG and others stated that they support the bill and will consider TCIF match. Further discussion regarding TCIF match ensued.

4. **California Transportation Funding**  
   T. Smalley

   **Update and Discussion Regarding Frazier Beall Funding Proposal, CTC Commissioner Vacancy, and Kern County CTC Town Hall Meeting (Sept. 14-15)**

   Referred to a summary of the Frazier Beall package, and further discussion regarding the funding proposal ensued. Continuing to monitor candidates for CTC commissioner vacancy. Mr. Andrew Chesley briefed Directors on NPRM MPO boundaries as several valley MPOs have submitted letters of concern. MTC sent a letter with one percent threshold, and believe this is relation to population numbers. This item will be brought back next month to discuss and recommend an appropriate MPO population threshold for the Valley. Mr. Robert Phipps gave an update on CTC Town Hall meeting, and mentioned that there are about 20 tickets still available for a passenger rail tour of Tehachapi Loop.
5. **California Partnership for the San Joaquin Valley**  
   T. Smalley  
   *Receive Information about the 2016 Summit and Sponsorship Request*  
   Mr. Ted Smalley announced that sponsorship tables are available for purchase.

**INFORMATIONAL ITEMS**

6. **Caltrans Directors’ Report**  
   S. Ehlert/D. Agar  
   Released California Transportation Plan 2040, available online. Speed limit signs on 6-lane section on SR 99 in Merced County have been changed to 70 MPH.

7. **San Joaquin JPA for Passenger Rail**  
   D. Leavitt  
   No report was given.

8. **CA High Speed Rail Authority**  
   D. Gomez  
   Looking into October for potential dates for a construction site visit tour.

9. **Goods Movement Planning**  
   M. Sigala  
   Existing and Future Conditions Memo and Strategic Programs and Their Feasibility Assessment completed. Currently working with consultants on demonstration project and stakeholder advisory committee meeting.

10. **Rural Transit Alternatives Study/UC Davis**  
    M. Sigala  
    Had one-on-one meetings with MPO staff last month to discuss rural transit issues in each county and are looking to have additional stakeholder outreach meetings possibly in Fresno, Modesto, and Bakersfield. UC Davis has been invited to next meeting in Stockton to debrief Directors.

11. **Proposition 84/Blueprint/Greenprint**  
    R. Terry  
    3 demonstration projects for Greenprint are progressing well. Next advisory committee scheduled for September 29th.

12. **California Partnership for the San Joaquin Valley**  
    J. Chilingerian  
    No report was given.

13. **Regional Energy Planning**  
    M. Sigala  
    Meeting with Strategic Growth Council in Madera on September 27th.

**OTHER ITEMS**

14. **Director Items**  
    **Ms. Marjie Kirn:** $2 million in CMAQ  
    **Mr. Andrew Chesley:** Hired senior planner; LTF funding issue

15. **Public Presentations for Items not on Agenda**  
    There were no public presentations.

**Meeting Adjourned at Approximately 11:45 P.M**

**Next Directors’ Meeting:** Thursday, October 6, 2016 in Bakersfield
### In Attendance:

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<tr>
<td>Elisabeth Hahn</td>
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<td>Roberto Brady</td>
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<td>Ryan Niblock</td>
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<tr>
<td>Michael Sigala</td>
<td>Valleywide Coordinator, Sigala Inc</td>
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<td>Samuel Jordan</td>
<td>Caltrans District 10</td>
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<td>Jennifer Khy</td>
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<td>Anthony Zepeda</td>
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<td>Clark Thompson (ph)</td>
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<td>Alexandra Marcucci (ph)</td>
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Wednesday, September 7th

10:00 a.m.  **Congressman Devin Nunes**

We kicked off our Valley Voice 2016 meetings with Congressman Devin Nunes. Delegates discussed the “San Joaquin Valley Federal Transportation Grant Application” and “Goods Movement” priorities for the Congressman, highlighting the importance of moving freight through the Valley and the difficulty of competing for federal grants such as TIGER and FASTLANE when federal resources are limited and the need is great. Delegates also requested more federal support for rural routes that are used by heavy trucks transporting agricultural products. Congressman Nunes noted the effort several years ago to designate California State Route 99 (SR 99) as a federal interstate highway, which he would be willing to work on again. He also lamented the carve-outs for bike projects and other projects he considers extraneous, as part of the FAST Act transportation law. Congressman Nunes encouraged delegates to begin advocacy work for the next transportation bill as soon as possible. Delegates also highlighted for the Congressman: road safety, difficulty coordinating with EPA on efforts to reduce Valley air pollution, Clean Air Act modernization, adopting 4-year RTP cycles, and their opposition to the MPO Coordination and Planning Area Reform proposed rulemaking.

On September 23, U.S. DOT reopened the docket to extend the comment period for the MPO Coordination rule for 30 more days. For more, click on [U.S. DOT to Extend Comments for MPO Coordination Rule](#).

11:00 a.m.  **House Transportation and Infrastructure Committee**
**Highways and Transit Subcommittee**
Mary Phillips, Senior Professional Staff Member
Caryn Lund, Professional Staff Member

We were joined by two senior staff members of the House Transportation and Infrastructure Committee’s Highway and Transit Subcommittee: Senior Professional Staff Member Mary Phillips, and Professional Staff Member Caryn Lund. Delegates began by highlighting their opposition to the MPO Coordination rule. Subcommittee staff were well-aware of the issue, noting that the proposed rule likely was personally ordered by Transportation Secretary Anthony
Foxx, and that the Department is likely exceeding its statutory authority. Statute calls for coordination and cooperation between MPOs, not consolidation. Subcommittee staff encouraged the delegates to raise the issue with Senator Barbara Boxer. Delegates noted that the Clean Air Act does not allow boundary changes for its non-attainment areas without an act of Congress. They went on to request more federal funding for SR 99 and other heavily-used rural roads being used for freight transportation. Delegates also highlighted the difficulty of coordinating with EPA on meeting air quality standards, the highly competitive nature of federal transportation grants, and adopting 4-year RTP cycles. On 4-year RTP cycles, Subcommittee Staff said that a legislative change would need to be made as part of the next transportation reauthorization bill. On the idea of public funding for rideshare systems like Uber and Lyft, Subcommittee Staff encouraged the delegates to look into FTA’s Mobility on Demand (MOD) Sandbox Deployment Program. On the issue of needing a long-term funding source for the Highway Trust Fund, Subcommittee encouraged delegates to review the outcomes of the $14.2 million that was distributed through FHWA’s Surface Transportation System Funding Alternatives (STSFA) grant program this year to test the design, implementation, and acceptance of user-based alternative revenue mechanisms.

1:00 p.m.    **Congressman Jerry McNerney**  
              **Exodie Roe, Senior Legislative Assistant**

Congressman Jerry McNerney, who was joined by Senior Legislative Assistant Exodie Roe, opened the conversation by expressing his desire for Congress to increase federal investments in transportation and water infrastructure. He encouraged delegates to discuss infrastructure issues with Congressional leadership as well. Delegates highlighted the difficulty of competing for federal transportation grants, saying that more money should be directed toward “severely disadvantaged” communities. Delegates requested more support for goods movements projects, and Congressman McNerney asked delegates to send the text of legislative proposals to his office for consideration. Delegates discussed the difficulty of complying with EPA regulations under the Clean Air Act, and asked for Congress to consider adopting 4-year RTP cycles. Delegates also requested support for rural roads, expressed opposition to U.S. DOT’s MPO Consolidation Rule, and supported increased funding for S.R. 99. Delegates thanked Congressman McNerney for his ongoing support for veterans in the Valley.

1:30 p.m.    **Congressman David Valadao**  
              **Kristina Dunklin, Legislative Director**

Delegates thanked Congressman David Valadao, who was joined by Legislative Director Kristina Dunklin, for his co-sponsorship of the Ozone Standards Implementation Act of 2016 (H.R. 4775), which was approved by the House on June 8. Delegates called on Congress to increase federal spending for smaller communities by changing transportation funding formulas, and called for an improved highway system to move goods. Congressman Valadao noted the difficulty in Congress of directing support towards specific projects. On the proposal to adopt 4-year RTP cycles, Congressman Valadao expressed interest in the idea, and may support it in the next transportation reauthorization. The Congressman joined with delegates in disapproving of U.S. DOT’s MPO Consolidation Rule.
Delegates highlighted their many years of collaboration with EPA on adhering to the air quality standards that EPA has developed under the Clean Air Act. City and county officials agree with EPA that improving air quality provides a tremendous benefit to Valley residents. However, delegates remain seriously concerned about the agency’s inaction regarding the Valley’s proposed PM 2.5 plan, and that federal economic sanctions against the Valley now seem all but inevitable. Beverly Banister said that EPA remains committed to working with delegates to resolve these issues. On the phone, Elizabeth Adams said that part of EPA’s decision not to extend the attainment deadline had to do with the “stringency” of the measures proposed by the delegates. EPA believe that the measures proposed were not stringent enough. She said that EPA expects to receive additional comments from the air district.

Delegates highlighted their policy proposal to establish a National Clean Air Investment Fund to accelerate the deployment of low-emission vehicles. On the idea of EPA adopting a national low-NOx standard, Karl Simon, said that EPA is working out how they want to move forward on a proposed rule within the next few months. A rulemaking process could take two to three years, and the proposal-to-implementation timeframe could be one year. Karl highlighted the success of the DERA program in reducing emissions, as an incentive program.

Delegates took a moment to highlight their opposition to DOT’s proposed MPO Consolidation rule, and noted that the Clean Air Act prevents federal agencies from changing boundaries for non-attainment areas without an act of Congress. Delegates requested the EPA consider revising its rule for “Exceptional Events,” given the pollution in the Valley caused by wildfires spurred on by the state’s historic drought. Mike Koerber said that a new rule on Exceptional Events should be finalized soon.

Thursday, September 8th

9:30 a.m.  Congressman Jeff Denham
Bret Manley, Legislative Director

Delegates welcomed Congressman Jeff Denham’s Legislative Director Bret Manley, and highlighted several of their priority issues, including transportation grant applications and goods movement. On the request for additional assistance for rural roads, Bret pointed out a provision
in the *FAST Act* to designate dedicated trucking corridors that should receive increased federal support. Bret joined the delegates in opposing U.S. DOT’s proposed MPO Consolidation rule, noting that Washington bureaucrats do not always know what is best for the Valley. He said that Congressman Denham would sign on to letters opposing the rule. On the need for a long-term funding source for the Highway Trust Fund, Bret said that it was important for local-level officials to begin the dialogue on a funding source now, well in advance of the next transportation bill. Congress can come together on the funding issue if they know they have united local-level support for a solution.

10:15 a.m.  
**Congressman Jim Costa**  
Scott Petersen, Deputy Chief of Staff

After delegates highlighted several federal priorities to **Congressman Jim Costa** and his Deputy Chief of Staff **Scott Petersen**, they briefly recapped the previous day’s meeting with EPA. Delegates remained seriously concerned about EPA’s lack of a response to the Valley’s proposed PM 2.5 plan, and that the sanctions clock appears to be ticking. Congressman Costa told the delegates that he can set up a meeting with EPA to discuss these issues, but he requests a specific list of talking points from the delegates to help frame the conversation. On the idea of turning SR 99 into an interstate highway, Congressman Costa said that it is not difficult to unify Valley members around the issue, but members outside the Valley are not as supportive of a new interstate highway that would compete for limited federal resources. He spoke strongly in favor of a general increase in Congressional support for infrastructure projects around the county.

11:15 a.m.  
**Senate Environment and Public Works Committee**  
David Napliello, Director of Infrastructure  
Tyler Rushforth, Counsel

We met with Senate Environment and Public Works (EPW) Committee Minority Staff Members **David Napliello**, Director of Infrastructure, and **Tyler Rushforth**, Counsel, who both work on behalf of the Ranking Member, **Senator Barbara Boxer**. Regarding the FHWA and FTA joint Notice of Proposed Rulemaking (NPRM) on MPO Consolidation, David and Tyler indicated that their boss, Senator Boxer, and her colleague **Senator Jim Inhofe**, Chairman of the Senate EPW Committee, were aligned in their opposition to the Administration’s proposed rulemaking, which was perceived by many as an episode of regulatory overreach. Senate EPW Committee purposely omitted any language regarding MPO consolidation efforts in the *Fixing America’s Surface Transportation Act* (FAST Act), which was signed by President Obama in December 2015 and is now being implemented. David stated that Senator Boxer would likely be willing to weigh in on the issue in conjunction with Senator Inhofe, demonstrating bipartisan opposition to the Administration’s late efforts.

12:30 p.m.  
**Senator Dianne Feinstein**  
Trevor Higgins, Legislative Assistant  
Alexis Segal, Legislative Assistant

Delegates were pleased to be joined **Senator Dianne Feinstein**’s staff member **Trevor Higgins** to discuss a wide range of issues important to the Valley. After delegates highlighted the highly
competitive nature of transportation grants, Trevor noted that while competition for urban TIGER grants remains as fierce as ever, there has always historically been a relatively lower number of rural applications for the TIGER program. On the delegates’ requested additional support for goods movement through the Valley, Trevor encouraged delegates to apply to next year’s round of funding through the FASTLANE grant program. Delegates highlighted their difficulties working with EPA on implementing the PM 2.5 standards, and reiterated the need to modernize the Clean Air Act. Delegates requested Senator Feinstein’s support for the Ozone Standards Implementation Act of 2016. Though the House passed its bill, H.R. 4775, in June, the Senate Environment and Public Works Committee has yet to consider the Senate version of the bill, S. 2882. Trevor told delegates that though Senator Feinstein is not interested in rolling back any of the Clean Air Act’s key provisions, she may support some changes. On the delegates’ opposition to U.S. DOT’s proposed rule on MPO Consolidation, Trevor said that he found StanCOG’s letter in opposition particularly noteworthy, and told delegates that he and his staff are closely following the issue.

1:30 p.m.  
Congressman Tom McClintock  
Chris Tudor, Legislative Director

Delegates welcomed Congressman Tom McClintock’s Legislative Director Chris Tudor, and began by highlighting the difficulty Valley communities face in competing for transportation programs such as TIGER and FASTLANE. More and more counties are being forced to became “self-help” and raise taxes locally to pay for critical infrastructure projects. Chris said that while the Congressman remains opposed to programs such as TIGER and FASTLANE in principle, he will be supportive of applications from his district. The Congressman understands that local governments do not always have the funds or expertise to navigate the federal bureaucracy. On goods movement and increasing support for rural roads, Chris that the Congressman remains opposed to the diversion of nearly 30% of federal transportation dollars to programs such as mass transit and bike lanes. Delegates suggested that Congressman McClintock could be a champion against U.S. DOT’s proposed MPO Consolidation rule, and Chris reiterated that the Congressman remains opposed to it, along with most federal agency rulemaking. Delegates requested that, in the time leading up to the next transportation reauthorization, Congressman McClintock could work with his colleagues to develop a real long-term funding source for the Highway Trust Fund.

2:00 p.m.  
House Majority Leader Kevin McCarthy  
Kyle Lombardi, Legislative Director  
Trevor Smith, Legislative Assistant

We were joined by Congressman Kevin McCarthy’s Legislative Director, Kyle Lombardi, and Legislative Assistant Trevor Smith. Delegates requested additional federal support for smaller Valley communities, as well as increased funding for goods movement and rural roads. The conversation then turned to EPA, and delegates highlighted the recent difficulties in working with the agency to comply with the Clean Air Act. Kyle said he and Trevor have spoken directly to EPA staff members in California, and they understand that the agency decided to take no action after receiving three comment letters regarding the Valley’s plan. Kyle highlighted Congressman McCarthy’s support for the Ozone Standards Implementation Act of 2016 (H.R.
4775), and believes that there is an appetite in the House for more common-sense legislation to address shortcomings in the Clean Air Act. In fact, Congressman McCarthy’s co-sponsorship of H.R. 4775 was highly unusual, since the House Majority Leader traditionally signs on to very few bills. On the idea of adopting a 4-year RTP cycle, Kyle said that he believes Congressman McCarthy could support it as a policy change in the next transportation bill. On the delegates’ request for additional funding for rural roads, Kyle requested that delegates send his staff legislative provisions in the FAST Act that may need to be changed in the next bill. Lastly, delegates highlighted their opposition to U.S. DOT’s proposed MPO Consolidation rule, and called on Congress to cooperate in a bipartisan fashion to resolve California’s water crisis.

3:30 p.m.  

**Department of Transportation (DOT)**
- Deputy Secretary Victor Mendez
- Jodie Misiak, Director of the Build America Transportation Investment Center
- Sophie Shulman, Senior Policy Advisor
- Michael Daley, Associate Director of Government Affairs

**Federal Highway Administration (FHWA)**
- David Kim, Deputy Administrator

**Federal Transit Administration (FTA)**
- Matt Welbes, Executive Director
- Dwayne Weeks, Director of the Office of Systems Planning

**Federal Railroad Administration (FRA)**
- Scott Green, Director, Office of Policy and Development

**Maritime Administration (MARAD)**
- Douglas McDonald, Director of the Office of Policy and Plans

We were honored to be joined by U.S. DOT Deputy Secretary Victor Mendez and senior DOT staff, who outlined the Administration’s priorities for the remainder of the President’s term, including: building up the Build America Bureau, implementing drone regulations, supporting the development of autonomous vehicles, and building new Ladders of Opportunity. Deputy Secretary Mendez encouraged delegates to review the Department’s Beyond Traffic report, which outlines how our transportation infrastructure and habits may change over the next thirty years. He noted the significant increase in traffic deaths that has occurred since 2014 and called on leaders at all level of government to work to reduce fatalities. He highlighted the FASTLANE freight grants program, and spoke about the important role that the new Build America Bureau will play in the future federal financing of projects. The several senior U.S. DOT staff who joined us briefly went around the table and explained their various roles and responsibilities within the Department.

Delegates highlighted the need for additional federal resources to support goods movement, freight corridors, rural roads, and improve air quality in the Valley. The San Joaquin Valley remains at a competitive disadvantage to other parts of California when it comes to
transportation grant applications. **David Kim** noted that reforms to funding formulas in the *FAST Act* resulted in an additional transfer of over $100 million to CalTrans, some of which should be used to support transportation projects in the Valley. Delegates discussed their proposal to move from an 8-year to 4-year RTP cycle, and said that they hope to have this change incorporated in the next transportation bill. On the delegates’ request for additional support for rural roads, David Kim noted that the Administration’s transportation proposal, the *GROW AMERICA Act*, would have greatly increased spending on the State-of-Good Repair (SGR) program for those roads. However, the *FAST Act* did not include additional spending for SGR.

Delegates requested more transparency in the selection process for competitive programs like TIGER, FASTLANE, and Bus and Bus Facilities. For instance, although debriefs with the Department are very helpful, delegates would like to know where their application ranked relative to others, to better allocate resources in the future. On the delegates’ request for policymakers to approve a long-term revenue source for the Highway Trust Fund, David encouraged delegates to review the outcomes of the $14.2 million that was distributed through FHWA’s Surface Transportation System Funding Alternatives (STSFA) grant program this year to test the design, implementation, and acceptance of user-based alternative revenue mechanisms. U.S. DOT will be watching the results of these pilot programs very closely.

Lastly, delegates noted their unified opposition to U.S. DOT’s proposed MPO Consolidation rule.
October 6, 2016

TO: San Joaquin Valley Regional Planning Agencies’ Directors’ Committee
FROM: Michael Sigala, Valleywide Coordinator
SUBJECT: UC Davis Rural Transit Alternatives Study

The Valley MPOs thru MCAG received a $500,000 Caltrans Planning Grant (Study) to identify alternatives for more efficient rural transit options throughout the San Joaquin Valley, perhaps thru a ride sharing concept or other options. The Study also includes the development of a pilot program framework for implementation in a Valley rural community. The Study is being led by the UC Davis Institute of Transportation Studies and commenced in July 2016.

There is a local in-kind staffing match for the Study in the total amount of $100,000. The match contribution, like almost all other Valleywide activities, is being allocated on a population pro-rata basis as follows:

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<td>Total(s)</td>
<td>4,132,291</td>
<td>100%</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

Population based on DOF, May 1, 2016 estimates

Fresno COG has inquired about the basis for the pro-rata distribution as meeting the staffing requirements as “in-kind” for this, and other Valleywide projects such as the Goods Movement Sustainable Implementation Plan, is becoming problematic. Tony Boren will address this item at the meeting and will be recommending approval of a one-eighth ($12,500) contribution per MPO instead of a population pro-rata based contribution for this Study. In addition, for future Valleywide applications, the pro-rata distribution associated (population vs. equal-split) will be discussed and approved by the Director’s specific to that project/application, in an effort to ensure appropriate equity for such activities.
7. **Caltrans Directors’ Report**  
*S. Ehlert/D. Agar*

Sharri Ehlert (District 6 Director) and Dennis T. Agar (District 10 Director), or their representatives, may be in attendance to provide an update and answer any questions.

8. **San Joaquin JPA for Passenger Rail**  
*D. Leavitt*

Dan Leavitt, Manager of Regional Initiatives, or his representative may be in attendance to provide an update and answer any questions.

9. **California High Speed Rail**  
*D. Gomez*

Diana Gomez, Central Valley Regional Director, or her representative may be in attendance to provide an update and answer any questions.

10. **San Joaquin Valley Goods Movement Planning**  
*M. Sigala*

- I-5/SR 99 Goods Movement Corridor Study – Work is ongoing with Cambridge Systematics. At this time, Task One - Existing and Future Conditions is complete. Task Two and Three - Strategic Programs and their Feasibility Assessment will be finalized in October. The Demonstration Project is being planned for December or January and will include truck platooning and advanced technology. A Valleywide Stakeholder Outreach meeting was held on October 4 at Fresno COG.

- SJV Goods Movement Sustainable Implementation Plan – Work is ongoing with Cambridge Systematics. At this time, a memo outlining critical first-and-last-mile connectors is complete and the final Technical Memo outlining Priority Rural Corridors is out for review. The draft Truck Parking and Routing technical memo is also out for review. A Valleywide Stakeholder Outreach meeting was held on October 4 at Fresno COG.

- The next month Technical Advisory Committee meeting is October 27, 2016 at 10am.

- Major deliverables and other information for both studies is posted on the sjvcog’s website: [http://sjvcogs.org/valleywide_activities/good-movement/](http://sjvcogs.org/valleywide_activities/good-movement/)

11. **Rural Transit Alternative Study/UC Davis**  
*M. Sigala*

Work is ongoing with UC Davis Institute of Transportation Studies. A Technical Advisory Committee meeting was held on September 13 where shared access and mobility options from across the country were shared with the group. At this time, UC Davis is planning focus group discussions at three Valley locations (Modesto, Fresno and Bakersfield) to solicit more feedback on possible pilot locations for the study.

The next Technical Advisory Meeting will be held on October 11 at 1pm.

12. **Proposition 84/Blueprint/Greenprint**  
*C. Thompson/R. Terry*

Prop 84, Round 2. Following is a brief report on the status of Round 2 activities:
• (Task 1) Greenprint: Work on the Demonstration Projects is progressing. Each of the three Demonstration Projects gave a presentation to the Greenprint Advisory Committee at its meeting the afternoon of September 29th. FYI, a summary description of the three projects is again attached. Because at least part of each Demonstration Project addresses some aspect of groundwater sustainability, they are required to coordinate their efforts as much as possible. Each project will incorporate datasets compiled in Phase I of the Greenprint project and now hosted within the San Joaquin Valley Gateway of Data Basin, having migrated over from UC Davis where they were originally hosted. Conservation Biology Institute, which developed and administers Data Basin, prepared sample maps that were presented to the Advisory Committee. These maps are intended to illustrate the benefits and functionalities of Data Basin and will be used in upcoming workshops and other outreach activities. The Greenprint project concludes March 31, 2017.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

• (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) have been ongoing since January 2014. Fehr and Peers, as the selected consultant, is conducting activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

For any questions regarding Model Land-Use Revalidation efforts, please contact Kristine Cai at (559) 233-4148 Ext. 215 or via email at kcai@fresnocog.org.

• (Task 3) Due to the completion of several anticipated Round 2 activities within Round 1, DOC representatives approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination, equating in a total of $55,000 for RHNA coordination and $88,674 for SCS printing/duplication. These amounts have been allocated to each COG based upon population percentages (utilizing the Planning Center data). Below is a chart showing the remaining balances for each agency, as of September 15, 2016.

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>% of Valley Population</th>
<th>SCS $ Share</th>
<th>SCS $ Remaining</th>
<th>RHNA $ Share</th>
<th>RHNA $ Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fresno</td>
<td>995,868</td>
<td>24%</td>
<td>$20,841.54</td>
<td>$20,224.01</td>
<td>$13,200.00</td>
<td>$4,129.70</td>
</tr>
<tr>
<td>Kern</td>
<td>907,502</td>
<td>21%</td>
<td>$18,992.21</td>
<td>$18,992.21</td>
<td>$11,550.00</td>
<td>$11,550.00</td>
</tr>
<tr>
<td>Kings</td>
<td>164,291</td>
<td>4%</td>
<td>$3,438.28</td>
<td>$0.00</td>
<td>$2,200.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Madera</td>
<td>164,714</td>
<td>4%</td>
<td>$3,447.14</td>
<td>$3,447.14</td>
<td>$2,200.00</td>
<td>$2,200.00</td>
</tr>
<tr>
<td>Merced</td>
<td>271,651</td>
<td>6%</td>
<td>$5,685.12</td>
<td>$5,651.79</td>
<td>$3,300.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>730,119</td>
<td>17%</td>
<td>$15,279.94</td>
<td>$15,279.94</td>
<td>$9,350.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stanislaus</td>
<td>543,172</td>
<td>13%</td>
<td>$11,367.51</td>
<td>$11,367.51</td>
<td>$7,150.00</td>
<td>$2,650.00</td>
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<tr>
<td>Tulare</td>
<td>459,779</td>
<td>11%</td>
<td>$9,622.26</td>
<td>$9,622.26</td>
<td>$6,050.00</td>
<td>$6,050.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,237,096</td>
<td>100%</td>
<td>$88,674.00</td>
<td>$84,584.86</td>
<td>$55,000.00</td>
<td>$26,579.70</td>
</tr>
</tbody>
</table>
INFORMATIONAL ITEMS – October 6, 2016

ATTENTION: All Prop 84 Round 2 activities associated with SCS and RHNA coordination must be completed no later than March 31, 2017, in-line with the amended contract end date.

For any questions regarding SCS Implementation activities or RHNA activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

13. California Partnership for the San Joaquin Valley  J. Chilingerian

Jenna Chilingerian, Program Director, may be in attendance to provide an update and answer any questions.

14. Regional Energy Planning  M. Sigala

Sustainable Energy Roadmap for the San Joaquin Valley (Strategic Growth Council). Roadmap development with Valley jurisdictions is ongoing. To date, the cities of Visalia, Fresno, Avenal, Firebaugh, Kingsburg, Mendota, Orange Cove, San Joaquin, Sanger, Kerman, Corcoran, Huron, McFarland and the Biola Community Services District have executed a program agreement and individual city “roadmaps” is underway in these communities. The Program seeks to develop and implement sustainable energy policy objectives participating jurisdictions would like to pursue. For more information, visit the Sustainable Energy Roadmap web page: http://my.cleanenergyroadmap.com/partner/sanjoaquinvalley

The Strategic Growth Council program staff cancelled their site visit planned for Tuesday, September 27, 2016 and opted for a conference call to discuss Program progress and next steps.
GreenPrint Proposal Summaries

I

**Applicant:** Sequoia Riverlands Trust  
**Project:** Watershed Enhancement Strategies for Groundwater Sustainability  
**Project Description:** (1) Mapping natural resources, land management categories and conservation values along riparian corridors, including creation of a well-documented gallery on Data Basin (2) Developing an interactive, web-based tool that stakeholders can use to identify priority areas for watershed conservation and enhancement (3) Identifying key elements, partners and potential funding sources for at least one follow-up collaborative project that will significantly enhance natural watershed function and groundwater sustainability (4) prepare a set of policy and strategy recommendations for the region’s first Groundwater Sustainability Plans  
**Project Location:** Select riparian corridors in the Southern San Joaquin Valley  
**Funding Requested:** $59,870  
**Total Project Funding:** $59,870  
**Subcontractor/Partner:** GreenInfo Network  
**Outreach:** Numerous stakeholders, including IRWMP groups, water districts, agricultural producers, city and county planners, and multiple GSAs  
**Potential for Valleywide Application:** Although focused on riparian corridors in the Southern SJV, applicant indicates its methods will be exportable to other parts of the region. Similarly, the Groundwater Sustainability Plan policy recommendations will likely be relevant for any GSA or water agency seeking to increase natural groundwater recharge, including but not limited to those in the critically overdrafted Eastern San Joaquin, Merced, Chowchilla and Madera Groundwater Basins  
**Support Letters/Resolutions:** Tulare Basin Wildlife Partners

II

**Applicant:** Sustainable Conservation  
**Project:** Groundwater Recharge Planning Tool  
**Project Description:** Development of a geospatial decision support tool that enables irrigation districts and Groundwater Sustainability Agencies (GSA) to identify and prioritize potential on-farm recharge as part of a portfolio of groundwater replenishment options to include in GSAs to achieve sustainable groundwater supplies  
**Project Location:** Madera and Tulare Irrigation Districts  
**Funding Requested:** $90,057  
**Total Project Funding:** $331,181 (Additional match of $243,124 from institutional and individual sources)  
**Subcontractor/Partner:** Earth Genome
Outreach: Irrigation districts and water agencies, DWR, State Water Resources Control Board, Association of California Water Agencies

Potential for Valleywide Application: Tool is being built for use by all GSAs in the SJV and potentially the Sacramento Valley. The underlying data, analytics and science will be relevant to the entire SJV although basin specific information may need to be added in order to extend the tool to other GSAs and counties. Report products of the tool will also be of value to local farmers by providing geospatial information about areas of recharge suitability

Support Letters/Resolutions: Madera Irrigation District, Tulare Irrigation District

III

Applicant: American Farmland Trust

Project: Better Understand the Land-Water Interface in the SJV in Order to Inform Choices about their Use and Management

Project Description: Collect and analyze data on (1) the capacity and uses of the SJV’s principal sources of surface and ground water (2) the productivity, versatility and resiliency of agricultural land and (3) how land and water resources for agricultural production are likely to undergo change in response to the expansion of urban areas, to evolving environmental needs and to climate change. The analysis will be used to highlight spatially where and to what extent agricultural and urban land uses are and would be vulnerable to depletion of land and water resources under different assumptions about future land and water use scenarios.

Project Location: Valleywide to provide region-wide perspective, with a more detailed examination of Stanislaus and Fresno Counties

Funding Requested: $50,000

Total Project Funding: $83,787

Subcontractor/Partner: Conservation Biology Institute

Outreach: Scientific experts, key stakeholders including agriculture, environmental and local government leaders via webinars, small group interactions, and in-person meetings

Potential for Valleywide Application: Methodology likely applicable Valleywide

Support Letters/Resolutions: None
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  Deputy Director of Fuels & Transportation Division
- Sheraz Gill, SJV Air Pollution Control District
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