Meeting Agenda

Friday, June 17, 2016
Time: 9:00 a.m.

Meeting Location:
Tulare County Agri-Center Auditorium
Conference Room
4437 S. Laspina
Tulare, CA 93274

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

A. CALL TO ORDER AND INTRODUCTIONS
   Chair Dhaliwal

B. APPROVAL OF MINUTES
   April 14, 2016 Regional Policy Council Meeting
   Chair Dhaliwal

C. DISCUSSION/ACTION ITEMS
      a. Discuss and Approve Legislative Platform
      b. Select Speakers for Key Topic Areas
      c. Review Valley Voice Itinerary and Logistics
      Robert Phipps
   2. California Transportation Funding Update
      Ted Smalley
   3. Upcoming Federal Clean Air Act Mandate
      Compelling the Federal Government to Accept Fair Share Responsibility
      Seyed Sadredin
   4. Sustainable Communities Strategies/RTPs
      Andy Chesley
      Receive Update on the Next Round of SB 375 Target Setting

Enclosure
5. Federal Aviation Administration 79 FR 66282
   Discuss Impact to Local Transportation Measures and
   Consider Approving Response Letter
   Ted Smalley

6. Valleywide Overall Work Program for Fiscal Year 2016-17
   Accept and Consider Approving
   Michael Sigala

7. Meeting Calendar for Fiscal Year 2016-17
   Accept and Consider Approving
   Michael Sigala

D. OTHER ITEMS

1. Executive Directors’ Report
   Andrew T. Chesley

2. Policy Council Member Comments

E. PUBLIC COMMENT

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

Next Regional Policy Council Meeting: Friday, December 9, 2016

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.
Meeting Minutes  
Thursday, April 14, 2016  
Time: 9:00 a.m. to 10 a.m.

PHONE CONFERENCE SPECIAL MEETING

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<td>Gary Yep</td>
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<td>Rudy Mendoza</td>
<td>TCAG</td>
<td>Mayor</td>
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<td>Mike Villalta</td>
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<td>Daron McDaniel</td>
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<td>Cheryl Wegman</td>
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<td>Jennifer Wood</td>
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<td>Doug Verboon</td>
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<td>Brett Frazier</td>
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<td>Robert Poythress</td>
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<td>Bill O’Brien – Vice Chair</td>
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Please see Appendix A for a list of other attendees

A. CALL TO ORDER AND INTRODUCTIONS

Chair Dhaliwal called the meeting to order and conducted a roll call.
B. DISCUSSION/ACTION ITEMS

1. California High Speed Rail Authority Draft 2016 Business Plan

Discuss impact of revised Phase One alignment to the Northern San Joaquin Valley and other business plan areas of concern, and approve letter from the San Joaquin Valley Regional Policy Council to the High Speed Rail Authority outlining concerns.

Mr. Andy Chesley, Executive Director San Joaquin COG, reported that the California High Speed Rail Authority in February released for public comment a draft of the High Speed Rail (HSR) Business Plan, that has some significant changes that are important to the San Joaquin Valley. Mr. Chesley highlighted issues of concern in the draft, as it pulls back on the high speed rail service to a point north of Shafter, 22 miles north of Bakersfield. Also noted, is the development of the business plan was done with no public input. None of the agencies were consulted and were not aware of the proposed draft. The northern San Joaquin Valley MPOs as well as the Sacramento Area Council of Governments all oppose the business plan and again are advocating for the inclusion of the Merced Y and the development of passenger rail connectivity (with Amtrak) in Merced. Mr. Chesley recommended that the Policy Council oppose the draft 2016 HSR Business Plan, and asked the Policy Council Members to weigh in on the proposed letter.

Supervisor Doug Verboon, Kings County, noted the ongoing issues with HSR and Kings County since 2010. Supervisor Verboon, supports the letter but recommends making the letter stronger. Mayor Rudy Mendoza, City of Woodlake, concurred with Supervisor Verboon and purposed adjusting some of the language in the first sentence from “we have concern,” to “we are opposed.” Additionally, Mayor Mendoza, suggested changing the second sentence to read, “to our continued dismay with the lack of outreach and coordination.” Mayor Amarpreet Dhaliwal, City of San Joaquin, asked Mr. Michael Sigala to make notes and revise the letter to address these concerns. Supervisor Bill O’Brien, Stanislaus County, and Supervisor Brett Frazier, Madera County also took the position to strengthen the letter. Further discussion ensued. Mayor Dhaliwal suggested Mr. Siagla make the necessary changes to the letter and have it approved by Andy Chesley and Supervisor O’Brien before having it sent out.

There was a motion to approve a modified letter subject to the additional modifications outlined in the meeting.

First Motion: Mayor Luis Molina
Second Motion: Mayor Gary Yep
No Nays: One abstention – Councilmember Cheryl Wegman (Wasco)
Motioned Carried

2. 2016 State Transportation Improvement Program (STIP)

Discuss the revised fund estimate for the 2016 STIP and its adverse impact to critical highway projects in the San Joaquin Valley, and approve letter from the San Joaquin Valley Regional Policy Council to the Governor outlining concerns.
Mr. Ted Smalley, Executive Director of the Tulare County Association of Governments briefly discussed a letter to Sacramento encouraging them to fix the STIP in which the San Joaquin Valley is slated to lose $150 million in projects. A short discussion ensued and there was a motion to approve the letter.

First Motion: Supervisor Daron McDaniel
Second Motion: Supervisor Brett Frazier
No Nays
Motioned Carried

3. UC (Davis, Berkeley, Irvine and Los Angeles) Institute of Transportation Support Letter

Mr. Sigala noted that this item was not on the agenda but presented a support letter from the UC funded Institute of Transportation across four UC campuses. The Institutes are supportive and partners with the Valley MPOs in several endeavors. They are asking for a support letter for continued and increased funding for research related to transportation planning, land use and other activities.

There was a motion to approve the letter of support.

First Motion: Mr. Mike Villalta
Second Motion: Mr. Luis Molina
No Nays
Motioned Carried

C. PUBLIC COMMENT

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

There was no public comment.

The meeting adjourned at approximately 9:45 A.M.

Appendix A: List of Others Attending

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<th>On the Phone</th>
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<td>Individual(s)</td>
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<td>Rosa Park</td>
<td>Stan COG</td>
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<td>Tony Boren</td>
<td>Fresno COG</td>
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<td>Andy Chesley</td>
<td>SJCOG</td>
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<td>Becky Napier</td>
<td>Kern COG</td>
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<td>Michael Sigala</td>
<td>Valley Wide Coordinator</td>
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<td>Terri King</td>
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<td>Ted Smalley</td>
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<td>Patricia Taylor</td>
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Washington D.C.
Regional Priorities Summary
September 6-9, 2016
Request Summary:
1. The Federal Highway and Federal Transit administrations should consider a community’s “economically disadvantaged” status as a major criterion for grant funding. The definition of “economically disadvantaged” should be determined by factors similar to those used in the California Communities Environmental Health Screening Tool (CalEnviroScreen), including:
   a. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, and
   b. Areas with concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.

2. Congress should consider amending the FAST Act to provide for “mid-range” applicants under the FASTLANE and TIGER programs specifically for those municipalities or counties between 200,000 and 1 million in population.

CONTACT:
Ted Smalley
Executive Director
Tulare County Association of Governments
Address

Despite a collective population of more than 4 million people today, which is expected to grow to more than 5.4 million, or 26 percent of state population by 2050, jurisdictions in the San Joaquin Valley routinely have their projects overlooked during the competitive grant process for the TIGER and FASTLANE programs, both by Caltrans and the Federal Highway Administration.

Situated between the Bay Area and Southern California – neither entirely urban nor rural – and with economic and environmental conditions similar to the Appalachian region, the SJV should be provided greater opportunities to compete for available federal grant funding with larger metropolitan areas.

Owing to its status as the premiere agricultural provider in the nation, the SJV routinely faces 15 percent unemployment with 19 percent of the population classified as living under the federal poverty line. At the same time, however, the Valley’s housing affordability continues to attract new residents and road miles, which now number 31,400 or 18 percent of California’s total.

Logistics comprises one Valley economy’s fastest-growing segments and is quickly becoming the lifeblood of farmers, manufacturers, oil providers and others who depend on infrastructure to move their goods to market. For the SJV to accommodate its anticipated growth, it will need to compete effectively for all available federal funding on a level playing field that considers its unique location and circumstances.
Request Summary:

1. Support FAST Act discretionary freight programming (FASTLANE) for regionally significant projects in the San Joaquin Valley. These priority projects are highlighted in attached letter from the congressional delegation of the San Joaquin Valley.

2. Support FAST Act formula programming that includes a fair and equitable distribution and consultation process between the Valley MPOs and state and federal apportionment agencies.

3. Support policy and funding for priority projects identified in the ongoing San Joaquin Valley Interregional Goods Movement planning processes.

The San Joaquin Valley is California’s fastest growing region and the nation’s number one agricultural producer, generating more than $35 billion in the gross value of agricultural commodities such as nuts, lettuce, tomatoes, wine, grains and other products. The Valley plays a major role in processed foods and energy products nationally and internationally. As a growing and diversified region, the Valley depends on an efficient goods movement system for its long-term economic success and to safely move Valley resources for transport throughout the rest of the nation.

The eight San Joaquin Valley Regional Planning Agencies continue to work in partnership with federal and state agencies, and key private stakeholders to promote freight movement, and the economy, for our region. The San Joaquin Valley Interregional Goods Movement Plan, finalized in 2013, highlighted how freight movement is a vital component of the San Joaquin Valley’s diverse economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world. The Plan is being updated in 2016-17 with additional analysis for priority rural corridors and first-and-last mile connectors. It is anticipated that many of the priority projects identified through our planning efforts will also be eligible for federal Fixing America’s Surface Transportation (FAST) Act freight funding.

- 25 percent of all food in the United States comes from the San Joaquin Valley.
- Over 500 million tons of commodities are transported in the San Joaquin Valley annually; projected to increase to 800 million tons by 2040.
- Trucks are the dominant mode and account for 90 percent of all freight movement.
- State Route (SR) 99 and Interstate 5 (I-5) serve as the backbone to our goods movement system and have higher than average truck percentage volumes. SR 99 and I-5 are on the National Primary Freight Network.
- Lack of capacity for both State Route 99 and Interstate 5 results in congestion and poor air quality for the region.
- Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-de-
pendent industries. This percentage is higher than goods movement related employment in all other regions of California.

The San Joaquin Valley is fully prepared to compete for new federal freight-related funding through the FAST Act, which includes a new Nationally Significant Freight and Highway Projects Program, at $4.5 billion over five years, and a freight formula program, the National Highway Freight Program, at $6.3 billion over five years.

SR 99 and I-5 are critical arteries for goods movement in the State of California and the San Joaquin Valley. Deferred maintenance and the lack of capacity are major issues for SR 99 and I-5. Capacity upgrades for SR 99 to a minimum of six lanes throughout the Valley total approximately 110 miles are estimated to cost $1.6 billion. Additionally, east-west connectors and first-and-last-mile connectors play a critical role in supporting the Valley’s goods movement network.

The San Joaquin Valley goods movement interregional infrastructure system includes:

- 31,420 roadway miles
- Two major Class 1 railroads (BNSF Railway & Union Pacific)
- Short line and regional railroads
- The Port of Stockton
- Seven air cargo airports
- Several existing and planned multimodal transfer facilities
Regional Transportation Plans
Change Adoption From 4- to 8-Year Cycles

Request Summary:
Allow Regional Transportation Plans to be updated every 8 years instead of every 4 years

CONTACT:

The Regional Transportation Plan (RTP) is a 25-year blueprint for transportation projects and funding in a region. They are prepared by Metropolitan Planning Organizations (MPOs) in order to develop our regional goal and priority list of projects and to qualify these projects for Federal and State Programming and Funding. They involve years of modeling, planning, public outreach extensive environmental review and are required to be updated every four (4) years at considerable cost.

By the time the RTP is completed, there is little or no time to implement it or to access performance before it is time to start developing the next one. The RTP would be more useful if it was not required to be updated so often, which would also save significant time and expense, make the process of planning and programming much more efficient.
The dairy industry plays a major part in the economy of Tulare County and provides five percent (5%) of all milk consumed in the United States. Total gross value production in Tulare County for 2010 was $1.6 billion. Hundreds of gallons of milk are produced every day from each of the over 360 dairies in Tulare County, and all of this milk is transported to processing facilities by truck over county roads.

According to Caltrans, a fully loaded dairy truck can weigh up to 80,000 pounds. Roadways carrying 500 trucks per day would be impacted the same as if 5 million passenger cars had traveled that same road.

Unlike other agricultural goods with a short, defined harvest season, dairies harvest and ship their product every day of the year, causing significantly more strain on nearby roadways than in other areas.

TCAG has developed a farm to market strategy for prioritization that can be duplicated or used as a basis for a new program.
Regional planning and programming is the cornerstone of an innovative, successful national transportation system. Metropolitan Planning Organizations (MPOs) are uniquely situated to maximize federal and state funding for transportation projects. Through the partnering of MPOs with Federal and State Transportation Agencies, MPOs can raise local sales tax and other revenues to be used on federal or state highway systems, extending the opportunities for the federal and state governments to provide needed capacity and maintenance projects. This is true for transit, bike and pedestrian routes and other forms of transportation as well.

Needed is the use of MPOs to organize and distribute transportation funds, with an incentive for those who are able to contribute local funds.
Background. In addition to the many attainment plans that the San Joaquin Valley Air Pollution Control District (District) has already developed and implemented, the District is mandated under the Clean Air Act to develop and adopt a number of new ozone and particulate matter plans in the coming years. The degree of difficulty and the enormity of the challenge faced by the Valley in meeting the new federal ambient air quality standards are unmatched by any other region in the nation. Attainment of the new standards will require transformative changes and development of innovative control strategies to significantly reduce emissions from mobile sources that now make up over 85% of the Valley’s NOx emissions. Unlike attainment plans for federal ozone standards, attainment plans for federal PM2.5 standards will not be able to rely on “black box” reductions from yet-to-be identified technologies and measures.

In crafting the new attainment plans, the District will explore all feasible opportunities to further reduce emissions from stationary sources. However, the magnitude of potential reductions in this area is miniscule compared to the reductions needed to attain the PM2.5 and ozone standards. The District, ARB, and EPA agree that the bulk of reductions needed in future plans will have to come from mobile sources with most from incentive-based measures. In order to meet the standards, mobile source incentive programs and state/federal regulations to drive technology will need to be greatly enhanced. Without these enhancements attainment of the standards will not be possible.

As a novel but necessary approach, the District’s upcoming attainment plans will first ask the federal government to adopt national emissions standards for key source categories such as heavy duty trucks and locomotives. Even if the District is successful in garnering EPA action to impose the necessary national standards, the needed reductions cannot be obtained prior to the federal attainment deadlines imposed on the District. To close this gap, the District plans will also contain first of its kind incentive-based measures that will ask the state and federal governments to supplement local funds to achieve necessary fleet turnover according to the timelines needed to satisfy federal attainment mandates. Such incentive-based measures will also be considered for source categories where additional EPA regulations are not obtainable and expeditious reduction in emissions can only be achieved through incentives.
The above issues may lead to disapproval of the District’s attainment plans by EPA. EPA disapproval could ultimately lead to sanctions, including the loss of federal transportation funding, and eventual federal takeover requiring EPA to adopt a Federal Implementation Plan. Although the District to date has done everything possible to avoid expensive sanctions and loss of local control, at this juncture there may be no other option to devising a plan that can show attainment without the above prescribed funding and policy enhancements at the state and federal level. It is clear that attainment is not possible even if the District shut down all stationary sources that fall under its jurisdiction. It is very likely that a plan without the above strategy will fall short of the needed reductions and will certainly be unapprovable by EPA. Given that the District has not and will not leave any stone unturned, we do not believe that EPA can develop a stronger plan than that proposed by the District. We hope that this will serve as an impetus to reaching a workable strategy that is federally approvable as we engage ARB, EPA, and other stakeholders.

**Requested Action.** This is a discussion item for informational purposes. Action may be taken at the discretion of the Regional Policy Council.
June 2, 2016

Teresa Roberts
Manager, Sustainable Communities Policy and Planning Section
California Air Resources Board
Air Quality Planning and Science Division
9500 Telstar Avenue
El Monte, CA 91731

RE: SB 375 Target Setting for the San Joaquin Valley

Ms. Roberts,

The San Joaquin Valley Regional Planning Agencies’ Directors’ Committee comprises the Executive Director from each of the following eight agencies that serve a region with 62 cities, whose collective population is more than four million, with an anticipated 2035 population of approximately six million. The agencies are:

- Fresno Council of Governments (Fresno COG);
- Kern Council of Governments (Kern COG);
- Kings County Association of Governments (KCAG);
- Madera County Transportation Commission (MCTC);
- Merced County Association of Governments (MCAG);
- San Joaquin Council of Governments (SJCOG);
- Stanislaus Council of Governments (StanCOG); and
- Tulare County Association of Governments (TCAG).

These eight counties, home to some of the most disadvantaged communities in the state, share an air basin challenged by weather and topography that creates an ideal setting for extreme air pollution. Valley MPOs are in the process of setting emission Target Recommendations, per SB 375. The Executive Directors for each Valley MPO have prepared this letter to highlight progress being made in the Valley, identify challenges to the process, and ultimately establish a schedule for delivery that permits sufficient time to prepare defensible SB 375 Targets.

The Valley MPOs are sensitive to the need for air quality improvement, and are committed to the intent of SB 375. As such, all Valley MPOs are invested in Valley-wide initiatives such as examining the potential for shared access services as transit alternative in rural areas, and a Sustainable Goods Movement Strategy that will prioritize improvements and strategies to increase the efficiency and reliability of the region’s goods movement system, and reduce the impact of goods movement on Valley air quality. Further, each Valley MPO is invested in local projects and initiatives to demonstrate progress toward achieving SB 375 goals.

Unfortunately, outstanding variables beyond the Valley’s control exist that present challenges for Valley MPOs to confidently produce SB 375 Target Recommendations by the July 29th timeline. These variables include:

- Transition to the MIP2 transportation model;
- Transition to EMFAC2014 emissions model;
- Impact of automobile operating costs on VMT and emissions; and
• Impact of economic recovery on VMT and emissions.

These considerations, coupled with timing issues described herein, have led the Valley MPOs to request that the established SB 375 Target Setting recommendation deadline be moved to September 30, 2016. The many positive steps being taken by the Valley to ensure SB 375 progress, and the challenges that serve as the rationale for this request, are described in detail through this letter.

**ONGOING SB 375 EFFORTS IN THE VALLEY**

In addition to the San Joaquin Valley’s extensive efforts to comply with state climate change goals via each agency’s 2014 Sustainable Communities Strategy, the San Joaquin Valley is committed to accomplishing multiple Valley-wide initiatives as well as local projects and initiatives to demonstrate progress toward achieving SB 375 goals. Among the Valley-wide initiatives includes a partnership with the UC Davis Institute of Transportation Studies to examine if shared access services (car, bike, and ridesharing) can provide an alternative for meeting transportation needs in rural areas of the Valley. Traditional fixed route rural transit is not cost effective. Shared access services may be a better alternative, reducing VMT/GHG, costs, and inefficiencies. The Institute is developing a pilot project to test this and serve as a model for other areas. Strategies developed through this study will be incorporated into upcoming Valley Sustainable Communities Strategies, depending on cost and funding availability.

Another valley-wide initiative includes a partnership with Caltrans to develop a San Joaquin Valley Sustainable Goods Movement Strategy. This Plan prioritizes goods movement investments for the multimodal infrastructure of the entire San Joaquin Valley – including its highways and roadways, rail facilities, air cargo facilities, intermodal centers, and ties to inland and marine ports. A critical outcome of the Plan is the creation of a prioritized investment plan of project improvements and strategies to increase the efficiency and reliability of the region’s goods movement system, and reduce the impact of goods movement on Valley air quality.

As noted, the San Joaquin Valley is moving forward with local projects and initiatives to continue to make progress toward SB 375 goals. A sampling of these efforts is provided below:

**Fresno County:**
The focus of Fresno COG’s 2018 RTP/SCS will be the implementation of the transportation and land use strategies identified in the 2014 RTP/SCS. With that said, Fresno COG’s 2018 RTP/SCS will see more active transportation projects in the 2018 RTP/SCS with the adoption and implementation of both regional and municipal ATPs. In addition, the Fresno region has experienced increased deployment of EV charging stations since the adoption of 2014 RTP/SCS, and is expected to see gradual increase of market share for electric vehicles. Fresno COG will be updating its Public Transportation Infrastructure Study (PTIS) later this year or in 2017, which will lead to the development of recommendations for longer term transit system expansion in Fresno County.

**Kern County:**
• New Kern COG Program to Promote Work Place Vehicle Charging Stations and Accelerate Use of Electric Vehicle Technology
• Electric Transit Buses - City of Shafter First All Electric Municipal Transit Fleet in the Region, Golden Empire Transit to Purchase 2 Protera Electric Buses in 2017 for Future BRT Route
• City of Tehachapi General Plan implementing first City-wide Form-Based Code in the Region
• City of Bakersfield 4 New Downtown Infill Housing Projects: Mill Creek South, The Lofts at 19th St., 18th Place Townhouses, AHSC Senior Housing Project at Mill Creek
• City of Shafter Oakland Shafter Inland Port – Load Matching Project to Reduce Empty Trucks on the Roads
• Bakersfield High Speed Station Area Plan
• Countywide Active Transportation Plan in 2017

Kings County:
Transit System/Network
• Add multiple fixed transit routes to the regional bus transit system that will include: providing service to the newly built courthouse in Hanford (FY 15-16), a new fixed route in Lemoore (FY 15-16) and to a significant commercial development in early construction (FY 16-17). (These routes were first identified in the aspirational, unconstrained 2014 KCAG SCS Scenario 3.)
• Adding limited Sunday transit service in Hanford only (FY 18-19). The regional transit service currently runs Monday- Friday with limited Saturday routes and no current services on Sunday.
• Amtrak San Joaquin’s will add an additional 7th round trip (FY 16-17) and is considering an 8th round trip (FY 18-19).

Alternative Vehicles/ Fueling Stations
• Purchase electric transit buses and build a charging station (FY 16-17).
• Build an electric vehicle charging station (open to public in Hanford) and expand an existing CNG fueling facility in Lemoore.
• Several member agencies have already purchased electric vehicles for fleet replacement and plan to make additional purchases in future years.
• Member agency is assisting private property owners with electric vehicle charging infrastructure installation.

Land Use
• General Plan Update in Hanford (largest member agency in region) includes the following proactive smart growth strategies in draft document.
  o Persons per HH increased from previous 2.84 to new 3.0
  o Avg. HD unit per acre increased from previous 15 to new 16
  o Increase Mixed use Residential zoning
  o Transit Oriented Development in CBD and mixed use corridors
  o Targeted transportation corridor area planning areas identified
  o Future planned growth areas will support higher density residential
  o Transportation: limit new direct access on SR 43, accommodate future widening via land dedications and program improvements to intersection at SR 198/9th Ave. to maintain LOS

Active Transportation Program
• Member agencies are planning bikeway and pedestrian improvements.

Roadway Operational Improvements
• Member agencies continue to add traffic signals as needed.
• Two roundabouts are planned for SR 43.

Madera County:
• Develop Madera Active Transportation Plan
• Public transportation expansions
- Developing transportation pricing policies
- Increased connectivity with intercity passenger rail services
- Ridesharing/vanpooling expansion
- Develop new employer-based commute strategies
- Expansion of ITS infrastructure
- Expansion of alternative fuel fleet
- Expansion of EV charging station availability

Merced County:
- More compact growth – approximately 9 units per acre for new growth instead of 7.4
- Aggressive transit expansion, express transit, and fare reductions
- Substantial increases in vanpooling and ridesharing due to increased incentives
- Significant increases in investment in bicycle and pedestrian infrastructure
- Alternative fuel / Electric vehicles and infrastructure subsidies
- Increases in passenger rail service
- Commute Connection TDM Program enhanced through online multimodal trip planner website

Funding is assumed to come from CMAQ and Cap & Trade sources such as LCTOP.

San Joaquin County:
Transit System/Network
- Implementing two new BRT routes in Stockton through Transit and Intercity Rail Capital Program (TIRCP), federal, and local funds. Total of five BRT routes in Stockton once implemented.
- Amtrak San Joaquins will add an additional 7th round trip (FY 16-17) and is seeking funding for capital improvements for an 8th round trip (FY 18-19).
- Coordinated with UPRR on TIGER Grant that will allow for improved Amtrak San Joaquins and Altamont Corridor Express (ACE) passenger rail service

Alternative Vehicles/ Fueling Stations
- San Joaquin Regional Transit District awarded Federal Transit Administration Section 5312 funds to procure five additional zero-emission electric buses.
- Commute Connection TDM Program enhanced through online multimodal trip planner website

Land Use
- San Joaquin County General Plan Update nearing adoption
- City of Stockton General Plan Update underway
- City of Stockton Downtown Infrastructure Infill Incentive Program implemented to promote market-rate residential and commercial development.
- City of Stockton approved Open Window Master Development Plan in Downtown Stockton.
- SJCOG Jobs Balancing Investment Fund created using Regional Transportation Impact Fees. Program incentivizes non-residential development projects that are considered a high priority to meet economic development policy objectives. Program is intended to attract companies that will create jobs that will ultimately decrease VMT to the Bay Area.

Active Transportation Program
- City of Stockton Bicycle Master Plan Update
- City of Stockton Greater Downtown Active Transportation Plan
- City of Stockton Miner Avenue Complete Street
**Stanislaus County:**

- Encouraging local agency efforts to implement policies and programs that support sustainable communities through more compact, transit oriented, mixed use and infill development and more efficient development patterns that enhance a connection between land use and transportation choices, all of which are the basis of StanCOG’s 2014 RTP/SCS.
- Identifying available Federal and State funding sources to enable the transit operators within our jurisdiction to plan and implement the use of zero or near zero emission vehicles to encourage their transition of transit fleets to ZEB technology by 2040.
- The City of Modesto, in conjunction with the San Joaquin Valley Air Pollution Control District, City of Visalia Transit Division, Fresno County Rural Transit Agency, California State University Fresno, and San Joaquin Regional Transit District, participation in the valley-wide electrification pilot program to procured and start using electric vehicles.
- Assisting the City of Modesto in identify funding, including the possibility of Local Transportation Funds, for the design and construction of a downtown multimodal passenger rail station.
- Revamping our TDM program (Commute Connection) for offering commuter programs/services and information on carpooling, van pooling, transit/rail, walking and bicycling to work, Ride Match (online), park and ride lot locations, and emergency ride home services.
- Commute Connection TDM Program enhanced through online multimodal trip planner website.
- Implementing a new commute connection 2016 vanpool subsidy program (as of January).
- Analyze the feasibility of utilizing school pool feature within the Commute Connection TDM System (Trip Planner).
- StanCOG is planning to look at the feasibility of integrating our Bike to School program with Bike to Work through StanCOG’s Commute Connections Program in 2016.
- Through the Low Carbon Transit Operations Program (LCTOP), City of Modesto has secured funds for a new route that will provide additional service to a heavily travelled corridor (Route 21 and 23), cutting headways in half, decreasing VMT and GHG emission, and increasing transit ridership by 130,000 passengers per year.
- Continued support of StanCOG’s Consolidated Transportation Services Agency known as MOVE, and their Mobility Training Program, which teaches seniors, persons with disabilities, and low income populations within the Stanislaus region how to independently use fixed route transit.
- StanCOG’s proposed funding for boosting services in areas with limited public transit and/or bike connections (community islands).
- Support operations and infrastructure improvements for transit connections to existing rail services to AMTRAK/ACE/BART services.
- Continued funding of complete streets projects through ATP and StanCOG’s proposed 2016 Expenditure Plan.
- Pursuit of ATP funding for a countywide bike/ped safety and encouragement program.
- Update of the Non-Motorized Transportation Plan in 2018. StanCOG envisions a planning effort that could include bicycle and pedestrian counts collected using a crowdsource-based mobile application, permanent or temporary automated counters, or manual counts completed by trained volunteers; updated/revamped bike/ped maps and identification of infrastructure gaps.
- StanCOG administered CMAQ funds in support of a new Stanislaus Regional Transit (StaRT) commuter bus service. The service will transport residents from the west side of the county to the Bay Area Rapid Transit (BART) station in Dublin, California, starting in August 2016.
**Tulare:**
- HSR Cross Valley Rail Study
- AHSC technical assistance
- LRTP - Transit Agency Coordination
- ATP Plan
- Bike N Stride
- CalVans
- Expanded Rideshare program
- EV charging station program
- Santa Fe Trail
- Commute incentive program
- In fill/Mixed use development incentive program
- College student transit pass
- Veterans discount pass
- Transit Mobility Management
- Google Transit
- Electronic transit guides
- ITS - Transit fair coordination - universal pass
- SCS Program to leverage Cap and Trade funds for mixed-use development
- New/Revised SCS Performance Measures (SANDAG)
  - Residential Density
  - Housing Type Mix
  - Housing and Employment near transit
  - Mode share
  - Travel time for transit
  - Transit ridership
  - Auto trip lengths
  - VMT reduction

**VARIABLES AFFECTING THE VALLEY’S ABILITY TO ESTABLISH SB 375 TARGETS AT THIS TIME**

Despite the Valley’s ongoing SB 375 efforts, there exist outstanding variables beyond the Valley’s control that make it impossible to submit a well-founded target recommendation by July. These outstanding variables are described below.

**Transition to the MIP2 Transportation Model:**

The MIP2 models are being updated and revalidated to incorporate the latest data such as the 2010 census, 2012 California Household Travel Survey data, and cell phone data for county-to-county flows. Many enhancements are also being made to the structure of the model for both sensitivity and functionality. The summary of the enhancements made for the MIP2 model include:

- Refined land use categories and Included institutional and group quarters population
- Balancing Home-Work trips based on household income and job salary
- Interregional travel updated to be based on the newly released CSTDM, and on place and purpose rather than having internal and interregional travel combined and distributed based on time\cost of travel
- Adjustments to employment density, intersection density, and access to jobs and houses
The combination of these updates may amount to substantial updates to current planning assumptions, and will result in different interaction between land use location, demographics, trip purpose, built environment, and travel compared to the existing MIP1 models. As such, Valley MPOs cannot account for these effects should targets be based on MIP1 modes and submitted to ARB in July.

The MIP2 models are expected to be made available to the MPOs at the end of June 2016, and it will take the MPO modeling staff a couple of months to learn to use the new models. It is the desire of the Valley MPOs to use the same MIP2 models for the second round target setting and the 2018 RTP/SCS, so that apples-to-apples comparison can be made.

**Transition from EMFAC2011 to EMFAC 2014:**
On December 14, 2015, the Environmental Protection Agency announced the availability of the latest version of the California emission factor model, EMFAC2014, for use in State Implementation Plan development in California. EMFAC2014 will be required for conformity analysis on or after December 14, 2017. However, since Valley MPOs will be required to use EMFAC2014 for their 2018 RTP/SCS, the new model will also be used to develop numeric target recommendations.

Valley MPOs have conducted preliminary tests of the impacts of EMFAC2014 on their SB 375 GHG reductions adopted as part of their 2014 RTP/SCS. The results revealed significant differences in GHG emissions in both the SB 375 2005 base year, and analysis years 2020 and 2035. The primary reason for the observed differences appears to be in the light-duty vs. heavy-duty vehicle distribution between the two models. Preliminarily, differences in light-duty VMT and CO2 emissions from EMFAC2011 to EMFAC2014 range from 12% less to 8% more, and they vary by county.

Given the observed differences, the Valley MPOs plan to use EMFAC2014 to update the 2005 base emission levels to account for the vehicle distribution inconsistencies. In order to produce comparable GHG emission reductions that are calculated as a reduction from 2005 levels for target setting purposes, Valley MPOs have concluded that this is the only technically correct approach to arrive at a meaningful and real SB 375 target number. Although emission model changes did not produce the same level of impact on all Valley counties, all eight agencies plan to use EMFAC2014 to model SB 375 base and analysis years for target recommendation and demonstration purposes in order to employ a consistent technical quantification methodology across all Valley MPOs.

It should be noted that Valley MPOs plan to investigate MIP2 impacts on the 2005 base year once the new travel model is available for use. Additional testing will be performed to gauge the impact of the new model by back-casting to the year of 2005 and thus the corresponding VMT. If significant differences are observed, Valley MPOs propose to incorporate the new travel modeling methodology to calculate base year (2005) VMT for both target recommendation and demonstration purposes.

**Automobile Operating Costs:**
The San Joaquin Valley will utilize the methodology previously established by the “Big Four” California MPOs (Sacramento Area Council of Governments, Metropolitan Transportation Commission, Southern California Association of Governments, and San Diego Association of Governments) to revise its assumptions regarding automobile operating costs in the MIP2 models. That methodology uses a consistent growth in fuel price between the SB 375 base year of 2005 and the forecast years 2020 and 2035 based on Department of Energy annual forecasts. Additionally, a consistent non-fuel-related operating cost, and consistent data sources for effective fleet-wide fuel efficiency and base year gas
price are employed. Based on recent trends in fuel costs, current fuel price estimates for future years are considerably lower than those assumed as part of previous SB 375 Target Setting efforts.

It is estimated that due to the revised auto operation cost, increases in VMT for year 2035 forecasts range between 5% and 10%, and increases in light-duty vehicle CO₂ per capita emissions range between 4% and 9%. In addition, the revised auto operation cost cannot be applied directly to the MIP1 models since the validation of the MIP1 models were based on a drastically different auto operation cost structure. The potential for higher than expected VMT and emissions levels based on revised automobile operating costs and the inapplicability of the revised auto operation cost in MIP1 models make it imperative that MIP2 models be used in the second round of target setting.

**Economic Recovery in the Valley:**
The recovery rate and economic forecasts in the Valley’s 2014 Regional Transportation Plans and Sustainable Communities Strategy were developed prior to the recovery from the recession, and with the best information at the time. Leading up to the development of the RTP/SCS, the Valley had been slow to recover from the 2008 Recession, and this was forecast to continue in the development of the housing and employment represented in the future scenarios. The region has experienced relatively high unemployment, slow growth in jobs and rapid growth in housing. Depending on the individual county, this has resulted in a large number of residents commuting outside of the region in order to achieve or retain employment, high household vacancy rates, and lower job salary.

The San Joaquin Valley expects economic recovery to occur at a faster rate than previously assumed in 2014 RTP/SCS documents. As such, the potential exists for substantial increases in employment and income levels, as well as a revised distribution of low, medium, and high paying jobs. In order to understand the influence of these factors on travel and greenhouse gas emissions, the Valley MPOs have prepared an economic recovery test that supposes valley employment levels and household income levels approaching state averages by 2035.

No land use, transportation network, or population adjustments are assumed as part of this analysis; this exercise is being prepared solely to understand how adjustments to employment and income may affect travel and emissions.

The application of these hypothetical adjustments to model inputs yields higher VMT and emissions results. Specifically, increases in VMT for year 2035 forecasts range between 1% and 13%, and increases in light-duty vehicle CO₂ per capita emissions range between 1% and 14%.

**Timing of Round 2 Target Setting**
The Valley MPOs are concerned about the timing and expectations of SB 375 Target Setting. Despite the Valley’s ongoing SB 375 efforts, the outstanding variables make it difficult to confidently recommend a numerical SB 375 Target by July 29. Further, the Air Resources Board is proposing to set “second round” targets for the Valley while others in the State are setting third round targets. Specifically, when the Big Four MPOs set second round targets, ARB approved target recommendations similar to their previously set first round targets. Due to the timing of SB 375 Target Setting, it is understood that higher target values are expected; however the Valley MPOs believe they should receive similar considerations as the Big Four MPOs during their second round target setting, particularly when issues such as MIP2 transition, EMFAC2014 transition, Automobile Operating Costs, and Economic Recovery are considered.
Additionally, due to the fact that the Big Four MPOs are participating in the CalCOG-organized stress test associated with the Governor’s executive order for expanded VMT reduction levels in future years (beyond SB 375 efforts), it is anticipated that the Big Four MPOs will not be able to submit third round SB 375 target recommendations by July 29. Because Fresno COG is participating in the stress test, the Valley will require additional time to ensure that all Valley MPOs are able to proceed in lockstep and incorporate all Valley-wide initiatives.

Based on the ongoing SB 375 efforts in the Valley, the variables affecting potential Valley targets, and the timing issues described above, we are requesting to extend SB 375 Target Setting recommendation deadlines to **December 31, 2016**. The addition of two months to the Target Setting schedule would allow the Valley MPO’s sufficient time to work with MIP2 and EMFAC2014. The additional of two months would also allow Valley MPOs to prepare strategies to address the effects of revised model assumptions, automobile operating costs, and economic recovery, and ensure that all target recommendations are well-supported and compatible with the next set of Valley RTP/SCS documents.

We appreciate your attention to this request, and would relish the opportunity to discuss in further detail with you and your staff.

Sincerely,

Fresno Council of Governments  
Kern Council of Governments  
Kings County Association of Governments  
Madera County Transportation Commission  
Merced County Association of Governments  
San Joaquin Council of Governments  
Stanislaus Council of Governments  
Tulare County Association of Governments
Re: 79 FR 66282

Dear Mr. Willis:

The San Joaquin Valley Regional Policy Council, representing the eight metropolitan planning agencies for region, of which four members are self-help counties, is submitting this letter detailing our concerns with the Federal Aviation Administration (FAA) rulemaking process which was finalized on December 8, 2014 (79 FR 66282). 79 FR 66282 may divert and thus jeopardize millions of dollars in voter-approved general sales tax revenue, which has been designated for specific purposes.

This potential loss of funding, triggered by a new interpretation of a FAA rulemaking finalized on December 8, 2014 (79 FR 66282) in our view, misinterprets a statute related to taxes on aviation fuel. As Congress develops a framework to consider an FAA Reauthorization bill, we have requested inclusion of language to affirm that it was never the intention of Congress to divert voter approved general sales tax revenue to airports.

This clarification will preserve the trust California voters have placed with their local counties and transportation agencies when approving local tax measures designated for specific purposes. We have several process questions, which we have outlined below:

1. What review and approval standards will be applied in assessing the action plans required in the rule? Who will be reviewing these plans?

2. How does the FAA interpret the term "local airport system" as that term is used in section 47133(a) of 49 US Code, the 1987 federal law that this regulation purports to implement?

3. What showing must be made to meet the requirement of constituting a capital or operating cost within the "local airport system"?
4. Is the FAA aware of the language in the congressional conference report expressly stating that this 1987 law is intended to apply to local fuel taxes only and not to other taxes imposed by local governments or to state taxes?

5. What is the basis for the federal authority to override the will of the local county residents in diverting a voter approved local sales tax, which is designated for specific purposes that do not include those designated in 49 USC section 47133(a)?

6. How will the FAA ensure that sales tax revenue generated in one County is used for that County's benefit when the airport belongs to another County? For example, SFO belongs to the City and County of San Francisco but the airport is located in San Mateo County and the sales tax is generated in San Mateo County.

The San Joaquin Valley plays a critical role in the production and delivery of a significant portion of the nation’s food supply. Much needed improvements to our multimodal transportation network is reliant upon sales tax generated from our local transportation measures. Thank you in advance for your timely attention to these questions. Should you have any follow up questions, please do no hesitate to contact me at (559) 233-3148.

Sincerely,

Amarpreet Dhaliwal,
Mayor, City of San Joaquin
Chair, San Joaquin Valley Regional Policy Council

CC: San Joaquin Valley Congressional Delegation
    Senator Barbara Boxer
    Senator Dianne Feinstein
    Chairman Bill Shuster!
    Chairman Frank A. LoBiondo!
    Congressman Peter A. DeFazio
    Congressman Rick Larsen!
    Congresswoman Janet Napolitano
    Randall S. Fiertz (FAA)
DATE: June 17, 2016

TO: San Joaquin Valley Regional Policy Council

FROM: Michael Sigala, Valleywide Coordinator

SUBJECT: Valleywide Overall Work Program for Fiscal Year 2016-17

Background. 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 planning activities and funding sources to be accomplished between July 1 and June 30 of the state fiscal year. The Valley Regional Planning Agencies have stipulated in their memorandum of understanding the need to annually produce an eight county Valleywide OWP.

The Valleywide Overall Work Program for FY 2016-2017 details the coordinated activities that all eight regional planning agencies are actively engaged in. Several of the work program items were prioritized as a result of the September 2014 Directors’ Committee Workshop. 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 attached Valleywide OWP.

The Valleywide OWP is a summary document and does not go through the rigorous planning and review process as conducted with each Regional Planning Agency’s OWP. The Valleywide OWP is a broad policy document and is not related to project specific items included in the regional transportation improvement program (RTIP) or federal transportation improvement program (FTIP) of each Valley RPA.

The San Joaquin Valley Regional Planning Agencies’ Directors’ Committee approved the FY 2016-17 Valleywide OWP at their May 5, 2016 meeting.

Requested Action. Consider approving the Valleywide Overall Work Program for FY 2016-17.
San Joaquin Valley
Regional Planning Agencies

Fiscal Year 2016-2017
Overall Work Program
San Joaquin Valley Regional Policy Council
Members and Staff as of June 2016

Fresno Council of Governments (Fresno COG)
  Mayor Amarpreet Dhaliwal, City of San Joaquin, Regional Policy Council Chair
  Mayor Pro-Tem Gary Yep, City of Kerman
  [Alternate: Mayor Nathan Magsig, City of Clovis]
  STAFF: Tony Boren, Executive Director – Fresno COG

Kern Council of Governments (Kern COG)
  Mayor Cheryl Wegman, City of Wasco
  Councilmember Rueben Pascual, City of Delano
  [Alternate: Mayor Jennifer Wood, California City]
  STAFF: Ahron Hakimi, Executive Director – Kern COG

Kings County Association of Governments (KCAG)
  Supervisor Doug Verboon, Kings County
  Councilmember Mark Cartwright, City of Corcoran
  [Alternate: Supervisor Joe Neves, Kings County]
  STAFF: Terri King, Executive Director – KCAG

Madera County Transportation Commission (MCTC)
  Mayor Robert Poythress, City of Madera,
  Supervisor Brett Frazier, County of Madera
  [Alternate: Councilmember Andrew Medellin, City of Madera]
  STAFF: Patricia Taylor, Executive Director – MCTC

Merced County Association of Governments (MCAG)
  Supervisor John Pedrozo, County of Merced
  Mayor Mike Villalta, City of Los Banos
  [Alternate: Supervisor Daron McDaniel, County of Merced]
  STAFF: Marjie Kirn, Executive Director – MCAG

San Joaquin Council of Governments (SJ COG)
  Supervisor Chuck Winn, County of San Joaquin
  [Alternate: Councilmember Elbert Holman, Jr., City of Stockton]
  STAFF: Andy Chesley, Executive Director – SJ COG

Stanislaus Council of Governments (StanCOG)
  Supervisor Bill O’Brien, County of Stanislaus, Regional Policy Council Vice Chair
  Mayor Luis Molina, City of Patterson
  [Alternate - Supervisor Vito Chiesa, County of Stanislaus]
  [Alternate – Councilmember Jenny Kenoyer, City of Modesto]
  STAFF: Rosa Park, Executive Director – StanCOG

Tulare County Association of Governments (TCAG)
  Supervisor Allen Ishida, County of Tulare
  Mayor Rudy Mendoza, City of Woodlake
  [Alternate – Councilmember Craig Vejoda, City of Tulare]
  STAFF: Ted Smalley, Executive Director – TCAG

San Joaquin Valley Air Pollution Control District, Seyed Sadredin, Executive Director
Introduction

The San Joaquin Valley (SJV) covers over 27,000 square miles and encompasses the eight-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin counties. Since 1992, the San Joaquin Valley Regional Planning Agencies (Valley RPAs) have worked in close coordination on planning activities where interregional issues are involved, including air quality conformity, funding for regional transportation projects, and recently, Sustainable Communities Strategies.

Planning efforts of Valleywide importance are conducted among the eight RPAs through staffing coordination, the San Joaquin Valley Regional Planning Agencies’ Directors’ Committee and the San Joaquin Valley Regional Policy Council, a governing board of elected officials from each Valley RPA.

The FY 2016-2017 Valleywide Overall Work Program is a summary document and details major coordinated activities that all eight regional planning agencies are actively engaged in. The Valleywide OWP does not replace the need or requirements of each RPA to conduct their own OWP, rather it is a planning and budgeting tool for shared Valleywide activities.

(Note – the terms Regional Planning Agency (RPA), Regional Transportation Planning Agency (RTPA), Metropolitan Planning Agency (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 SR 99, I-5, and other regionally significant corridor improvements.

Lead: Kern COG and MCAG

The Valley RPAs work in close consultation with Caltrans and other stakeholders to prioritize funding for SR 99 and other major highways and interstates. The 99 Business Plan helped the Valley achieve dedicated funding for SR 99 through Proposition 1B, the only transportation earmark in the bond placed before the voters. Caltrans Districts 6 and 10 have completed the necessary Corridor System Management Plans required by the State, updated the 99 Business Plan and Master Plan, and coordinated continued project selection and funding alternatives. The Directors, working in close consultation with Caltrans District 6 and 10 staff, routinely meet and discuss Prop. 1B bond savings, FAST Act, and other funding strategies to enhance and improve SR 99, I-5, and other critical projects.

Activities for FY 2016-17:

- Explore SHOPP funding for the updated Business Plan and auxiliary lane concepts, as projects are eligible. Develop Master Strategy for the SHOPP. Kern COG to coordinate with Caltrans D6, SJ COG to coordinate with D10 on opportunities for additional programming.
- Establish a list of projects that are eligible for 99 bond funding, research what resources can be leveraged to deliver additional projects on the 99 corridor.
2. JOINT FUNDING STRATEGIES – STIP, IIP AND OTHER FUNDING

Objective: To develop and foster greater coordination across various funding programs to enhance and increase transportation funding to the Valley.

Lead: TCAG and San Joaquin COG

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program to assist the State and local entities to plan and implement transportation improvements, and to utilize resources in a cost effective manner. STIP funded improvements include state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, intermodal facilities, etc. Interregional Improvement Program (IIP) funds are programmed by Caltrans on a statewide priority basis, for use primarily on the State highway system (outside urbanized areas) and projects that generate economic development.

The eight Valley RPAs developed a coordinated programming proposal for the 2012 STIP to balance the collective annual programming capacity of all eight RPAs against programming priorities of each RPA that may exceed or be below the individual annual programming shares. In 2015, the Valley RPAs through the newly formed “Valley Swap Meet” working group, reached consensus on a coordinated Regional Transportation Improvement Program (RTIP) and shifted programming to the outer years of the 2016 STIP in response to a request by the California Transportation Commission.

Activities for FY 2016-17:
• Establish a coordinated eight county effort to advocate for continued project funding in light of the recent budgetary actions to reduce STIP funding
• Collective advocate for the Valley to receive national or state freight funding
• Develop a milestone timeline for IIP programming – establish a goal of 20 percent
• Discuss whether there should be a regional set aside
• Develop an optimized strategy for STIP/IIP funding for the next 20 years with the goal of all eight counties getting priority projects and therefore supporting the full 20 year plan
• Continue coordinated planning efforts through the “Valley Swap Meet”

3. SAN JOAQUIN VALLEY INTERREGIONAL GOODS MOVEMENT

Objective: To prioritize, coordinate and implement goods movement planning and capital projects to improve the Valley’s economic competitiveness.

Lead: Fresno COG and TCAG

The San Joaquin Valley (SJV) has always been California’s geographic and agricultural production center generating more than $35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. The region has relatively inexpensive land and low cost labor, good access to the national rail and interstate highway networks, connections to major deep-water ports in Oakland, Los Angeles, and Long Beach, and proximity to major consumer markets in Southern California and the San Francisco Bay Area.
Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Planning Agencies and Caltrans commissioned the San Joaquin Valley Interregional Goods Movement Plan completed in 2013. The Goods Movement Plan (Plan) builds upon recent traffic, logistics, and long-term infrastructure improvement planning efforts throughout the region. In FY 2014-15, the Valley RPAs were awarded two additional goods movement related planning grants from Caltrans to continue to identify strategies and recommendations for improving freight movement in the Valley, the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan and the San Joaquin Valley Sustainable Implementation Plan.

Activities for FY 2016-17:

- Continue to coordinate for FASTLANE goods movement funding under the new federal FAST Act transportation authorization
- Continue to participate in the California Freight Advisory Committee (Supervisor Ishida and the SJVAPCD are current members)
- Provide input to California’s Freight Mobility Plan
- San Joaquin Valley Goods Movement Sustainable Implementation Plan (Caltrans Partnership Planning Grant)
- Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan (Caltrans Emerging Priorities Planning Grant)
- Continue to work with regional partners conducting logistics, economic development and other analysis related to goods movement
- Advocate and support efforts to maintain short line rail corridors
- Continue to explore alternative fuels and 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 and StanCOG

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years, or as amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley Interagency Coordinating Committee (IAC). The IAC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Regional Transportation Planning Agencies (RTPAs) and the Air Pollution Control District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans have members on the committee.

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

**Activities for FY 2016-17:**
- Monitor state and federal guidance related to air quality transportation planning requirements
- Conduct conformity determinations to ensure that the Regional Transportation Plan, 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

**5. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS**

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

Lead: Fresno COG and San Joaquin COG

California’s Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each MPO to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). A SCS outlines the plan for reducing per capita greenhouse gas emission by integrating the transportation network and related strategies with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. The ARB established these targets in the San Joaquin Valley as per capita GHG reductions of five percent by 2020 and 10 percent by 2035. The Valley Regional Planning Agencies have worked independently and collectively to meet these targets and have invested considerable resources towards technical staff, modeling, and scenario development. To date, all RPAs have submitted a SCS to the ARB for review with the exception of Merced County Association of Governments who submitted an Alternative Planning Strategy.

The Valley’s Regional Planning Agencies are currently working with FHWA and ARB to establish timelines and protocol for the next round of RTPs.

**Activities for FY 2016-17:**
- Continue to implement the 2014 RTP/SCS
- Continue to work with ARB staff on the second round of greenhouse gas reduction target recommendation
- Establish and advocate “Valley” position for the 2018 RTP/SCS
- Initiate 2018 RTP/SCS development efforts
6. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENCIES AND ENTITIES

Objective: To develop and foster greater communication and coordination within Valley Regional Planning Agencies and with other related agencies and stakeholders.

Lead: TCAG and StanCOG

In order 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 our related state and federal transportation agencies.

Federal entities include the 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), Caltrans Districts 6 and 10, Caltrans Headquarters, California Association of Council of Governments (CALCOG), Strategic Growth Council (SGC), and the California Air Resources Board (ARB). Regional entities include the Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), and the San Diego Association of Governments (SANDAG). Other stakeholders include the California Trucking Association, agricultural associations, the California Partnership for the San Joaquin Valley, colleges and universities, environmental groups, and the general public.

Activities for FY 2016-17:
• Directors to coordinate and attend one-third of CTC meetings
• Directors to meet with at least two CTC Board Members they don’t currently know
• Directors to meet quarterly with CTC Valley representative
• Directors to meet annually with CalSTA Director
• CTC staff to be invited to Directors’ Committee meeting once a year
• RPA staff to be encouraged to take more leadership positions on Valleywide matters
• Valley Directors to develop and maintain relationships with Caltrans Director and Deputy for Planning
• Caltrans staff to be invited to attend “Valley Voice” advocacy trips
• All Valley Directors should attend and speak at each CALCOG meeting
• Valley Directors’ Committee meetings should be moved to a time of the month where Valley Directors can review and discuss CALCOG agenda prior to CALCOG meeting to develop joint strategy on issues
• Request MTC or SCAG staff come to a Valley Directors’ Committee meeting
• Valley Directors to meet annually with management of ARB
• The Valley ARB representative should be added to the SJV Regional Policy Council
• Create Valley Brochure to highlight the various activities the Valley RPAs are engaged in
• Continue to produce and enhance the Fall Policy Conference by identifying an event planning consultant for a multiple year contract

7. VALLEY LEGISLATIVE AFFAIRS COMMITTEE

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: TCAG and KCAG
The Valley Legislative Affairs Committee (VLAC) has been established at the staff level. VLAC is responsible for tracking relevant legislation, which could have a Valleywide impact, in particular, legislation affecting the duties and responsibilities of the Valley’s Regional Planning Agencies. In addition to tracking bills, VLAC also exchanges pertinent information that may be crucial towards developing a support/oppose/amend position for each of the agencies and makes recommendations as warranted. When legislative positions appear to have a consensus within the Valley, the Regional Policy Council is informed so they may make a unified statement. The intent is to increase the awareness at the State level that the Valley is actively engaged in the legislative process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies in the state have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process on par with the larger planning agencies in order to be an effective voice for the collective eight-county region.

The annual “Valley Voice” advocacy visits are coordinated by VLAC. The Washington D.C. visit is held in the fall and the Sacramento visit is held in the spring.

Activities for FY 2016-17:

- Plan “Valley Voice” Washington D.C. visit for September 2016
- Plan “Valley Voice” Sacramento visit for early 2017
- Continue tracking legislation, communication with legislative offices, letter campaigns and other activities to increase awareness and a unified position for the Valley
- Develop the Valleywide Legislative Platform (state and federal)
- Facilitate discussions around controversial topics such as water and high speed rail among Regional Policy Council members
- Continue to meet monthly and make recommendations as warranted

8. VALLEYWIDE MODEL IMPROVEMENT PLAN

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process which is responsive to local needs as well as state and federal requirements.

Lead: Fresno COG

Fresno COG is the lead agency in the San Joaquin Valley Model Improvement Plan, which has updated all eight San Joaquin Valley transportation demand models. These improvements were required to respond to the requirements Assembly Bill 32 the Global Solutions Warming Act of 2006 and Senate Bill 375, which requires the development of a Sustainable Community Strategy (SCS) in Regional Transportation Plans (RTP).

Traffic model runs are made as necessary to support transportation planning, conformity analysis and greenhouse gas emissions analysis. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. Some MPO staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB 375 target setting and Sustainable Communities Strategies. Envision Tomorrow is a suite of urban and regional planning tools used to design and test land use decisions and their effect on transportation and air quality. Staff will continue to support implementation of the latest EMFAC air quality model.
A related action is participation in activities related to coordination of valleywide modeling analysis and participation in the San Joaquin Valley model users group. These activities are critically important to an understanding of the role of the transportation sector in resolving serious air quality problems in the San Joaquin Valley Air Basin.

Activities for FY 2016-17:

- Continue long-term model improvements
- Participate and monitor EMFAC 2017 development
- Continue to research off-model GHG reduction quantification methodology for technology strategies
- Continue development of advanced four step models, tour base models or activity based models in select counties
- Improve coordination and participation of the Valley model users group
- Coordinate with SJV Goods Movement planning efforts to develop a framework for a regional freight movement modeling tool

9. OTHER VALLEYWIDE ACTIVIES

The Valley RPAs are also engaged in the following activities for FY 2016-17:

- Technical Assistance providers for the Affordable Housing and Sustainable Communities (AHSC) program
- Support for Intercity Passenger Rail (SJ JPA)
- Monitoring of policy and developments related to High Speed Rail
- Blueprint and Greenprint planning and implementation
- Regional Policy Council meetings and Directors’ Committee meetings
- Producing the annual San Joaquin Valley Policy Conference (formally the Fall Policy Conference) for the Spring of 2017 in Fresno

Directors’ Chair Rotation Schedule
Tulare County Association of Governments, 2016-17
Merced County Association of Governments, 2017-18
Fresno Council of Governments, 2018-19
Stanislaus Council of Governments, 2019-20
Madera County Transportation Commission, 2020-21
Kings County Association of Governments, 2021-22
Kern Council of Government, 2022-23
San Joaquin Council of Governments, 2023-24
Fiscal Year 2016-17 Budget

<table>
<thead>
<tr>
<th>Valleywide Activities</th>
<th>Air Quality Planning(2)</th>
<th>Valley Voice(3)</th>
<th>Valleywide Coordinator(4)</th>
<th>Total FY 2016-17</th>
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<tr>
<td>MPO Share By Population(1)</td>
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(1) DOF, January 2015 estimates
(2) SJ COG Staff ($47,322) & Consultant ($149,818)
(3) No PL Funds
(4) Sigala Inc

Budget amounts shown represent the total direct Valley RPA cost for this activity. SJ COG is the fiscal agent for Air Quality Planning. Fresno COG is the fiscal agent for Valley Voice and the Valleywide Coordinator contract.

In addition to the shared activities outlined above, the following grant programs represent additional Valleywide activities. These programs require no direct or shared RPA cost and are budgeted in the OWP of the respective lead agency.

- Greenprint ($400,000), administered by Fresno COG
- SCS Implementation ($150,000), administered by Fresno COG
- San Joaquin Valley Goods Movement Sustainable Implementation Plan ($300,000), administered by SJ COG, includes a $75,000 staff in-kind contribution from the Valley MPOs.
- San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study ($550,000), administered by Fresno COG
- SCS Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley ($500,000) administered by MCAG
- Technical Assistance for applicants in the Affordable Housing and Sustainable Communities Program, administered by SJ COG ($99,000)
### Meeting Calendar FY 2016-2017
San Joaquin Valley Regional Policy Council (& RPA Directors' Comm.)

#### Executive Directors' Committee Meetings
- **Washington DC Valley Voice** (Sep 7-8, 2016)
- **Regional Policy Council Meetings** (Dec 9, 2016 & June 16, 2017)
- **Pre Valley Voice Phone Conference** (Aug 26, 2016 & Feb 17, 2017)
- **Annual Policy Conference** (March or April 2017, dates TBD)
- **Sacramento Valley Voice** (March 2017, dates TBD)

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**Version: June 17, 2016**