



Meeting Agenda
Thursday, February 1, 2018
Time: 10:00 a.m.

Meeting Host and Location:

CALCOG
1107 9th Street, Suite 810
Sacramento, CA 95814

Teleconference Number: 1-515-739-1015

Participant Code: 432-600-639

APPROVAL OF MINUTES

Enclosure

1. January 11, 2018 Directors' Meeting

T. Boren



DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality
Update and Discussion

R. Niblock

3. Valley Legislative Affairs Committee
Valley Voice Sacramento, March 7, 2018

S. Dabbs



4. California Transportation Funding – SB 1
Implementation Strategy Updates:

- Trade Corridor Enhancements (SJCOG & MCAG)
- Solutions for Congested Corridors (Fresno COG)
- ITIP (TCAG & StanCOG)

5. Regional Project Prioritization
Continued Discussion on Project Matrix

A. Chesley/
T. Smalley

6. Directors' 2018 Workshop
Follow Up Discussion

T. Boren

Fresno
Council of
Governments
Tony Boren - Chair

Merced County
Association of
Governments
Patrick Pittenger - Vice Chair

Tulare County
Association of
Governments
Ted Smalley

Kern
Council of
Governments
Ahron Hakimi

(559) 266-6222
(559) 314-6015 (Fax)



Kings County
Association of
Governments
Terri King

Madera County
Transportation
Commission
Patricia Taylor

San Joaquin
Council of
Governments
Andrew Chesley

Stanislaus
Council of
Governments
Rosa Park

<http://sjvcogs.org>



2035 Tulare St, Suite 201
Fresno, CA 93721



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. California Partnership for the San Joaquin Valley | I. Herrera |

OTHER ITEMS

13. Director Items

14. 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 public may comment on listed agenda items as they are considered.

ADJOURN MEETING.

Directors Only Closed Session if Necessary.

Next Directors' Meeting: Thursday, March 1, 2018 (Modesto).

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, January 11, 2018
Time: 9:00 a.m.

ITEM 1

Meeting Location:
 THIS WAS A TELEPHONE CONFERENCE MEETING

Directors	MPOs
Tony Boren	Fresno Council of Governments
Patrick Pittenger	Merced County Association of Governments
Ted Smalley	Tulare County Association of Governments
Ahron Hakimi	Kern Council of Governments
Terri King	Kings County Association of Governments
Patricia Taylor	Madera County Transportation Commission
Andrew Chesley	San Joaquin Council of Governments
Rosa Park	Stanislaus Council of Governments

Please see Appendix A for a list of other attendees

APPROVAL OF MINUTES

1. December 7, 2017 Directors' Meeting

T. Boren

There was a motion to approve the December 7, 2017 Directors Committee Minutes.

First Motion: Mr. Andrew Chesley
 Second Motion: Mr. Patrick Pittenger
 No Nays
 Motion Carried

Fresno
 Council of
 Governments
 Tony Boren - Chair

Merced County
 Association of
 Governments
 Patrick Pittenger - Vice Chair

Tulare County
 Association of
 Governments
 Ted Smalley

Kern
 Council of
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Kings County
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 Terri King

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 Transportation
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 Patricia Taylor

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 Council of
 Governments
 Rosa Park

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2035 Tulare St, Suite 201
 Fresno, CA 93721



DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality

R. Niblock

Update and Discussion

In mid-December, Mr. Ryan Niblock circulated a revised RTP/SCS Methodology memo template, incorporating the most recent developments in SB 375. Mr. Niblock reported that since then, a couple of Valley MPOs have submitted their memo, and ARB has returned questions and comments. Sierra Research is currently working on revisions to the template to address ARB comments. Once the revised template is complete, MPOs will be able to submit RTP/SCS Methodology memos.

Mr. Niblock reported that conformity documentation for the RTP went out to the IAC. An IAC call is scheduled for next week to review any comments.

Carbon Monoxide Update: CO conformity will no longer apply as of June 1, 2018 – therefore all RTP adoptions should occur between June and September (October 1st is the FTIP deadline for Caltrans).

SB 375 Update: Currently discussing emissions modeling methodology with ARB. All RTP/SCS and SB 375 communications to date have been based on EMFAC2014, so Mr. Niblock recommends continuing along this path.

3. Valley Legislative Affairs Committee

S. Dabbs

Valley Voice Sacramento, March 7, 2018,

Ms. Stacie Dabbs provided a brief update and the schedule moving forward. MCAG is currently under contract with Mr. Mark Watts (Smith, Watts & Hartmann), lunch options are still being discussed, and the draft brochure will be available February 1st. The February 23rd conference call was rescheduled to February 9th, during which the speakers will be identified.

4. California Transportation Funding—SB 1

Implementation Strategy Updates:

- **Trade Corridor Enhancements (SJCOG & MCAG)**

MCAG and MCTC are supporting Caltrans grant applications for projects in respective counties.

- **Solutions for Congested Corridors (Fresno COG)**

Guidelines were adopted in December and applications are due February 16th. Mr. Boren announced that Fresno COG does not have a particular project to submit, but they are willing to provide a letter of support for any valley project. SJCOG will be submitting for SR99/120. KernCOG will be submitting for trade corridor on SR99/58 and congested corridor on route 178/24th Street. A Valleywide letter of support will be drafted for all Valley projects.

- **ITIP (TCAG & StanCOG)**

RPC letter of support for ITIP recommendations is currently being drafted.

5. State Route 99 Project Prioritization

T. Smalley/A. Chesley

Discuss Preliminary Framework for Criteria and Evaluation

Mr. Ted Smalley encouraged MPOs to review the Preliminary Framework document that was circulated at the December meeting and prepare comments to be discussed at the upcoming Directors' Retreat.

6. Directors' 2018 Workshop (January 22-23)

M. Sigala

Discuss Agenda and Other Logistics

Mr. Michael Sigala briefly reviewed draft agenda for the workshop. Mr. Patrick Pittenger suggested reordering of agenda items.

INFORMATIONAL ITEMS

7. Caltrans Directors' Report

S. Ehlert/D. Agar

Caltrans D6 announced that they are wrapping up their application for the Trade Corridor Enhancement Program. Caltrans D10 gave a reminder that the 19th Annual CTF Transportation Forum will be held February 21st in Sacramento.

8. San Joaquin JPA for Passenger Rail

D. Leavitt

Next board meeting will be March 23rd in Fresno. SJPA "Morning Express" train will be deployed May 7th.

9. California High Speed Rail

D. Gomez

10. Goods Movement Planning

M. Sigala

11. Rural Transit Alternatives Study/UC Davis

M. Sigala

Air District reviewing grant contract with ARB.

12. California Partnership for the San Joaquin Valley

I. Herrera

Partnership requested to have an update on SB1 key projects ready for the next meeting. Ms. Terri King inquired about 2018 Blueprint Awards.

OTHER ITEMS

13. Director Items

14. Public Presentations for Items not on Agenda

There were no public presentations.

Meeting Adjourned at Approximately 10:00 A.M.

Next Directors' Meeting: Thursday, February 1, 2018

Appendix A – Additional Meeting Attendees

In Attendance:	
Individual(s)	Organization(s)
Ben Kimball	Tulare County Association of Governments
Stacie Dabbs	Merced County Association of Governments
Michael Sigala	Valleywide Coordinator, Sigala Inc
Gail Miller	Caltrans D6
Tom Jordan	San Joaquin Valley Air Pollution Control District
Trai Her	Fresno Council of Governments
Ken Baxter	Caltrans D10
Ryan Niblock	San Joaquin Council of Governments
Sandy Ebersole	Madera County Transportation Commission
Dan Leavitt	SJJPA

REGIONAL POLICY COUNCIL

SAN JOAQUIN Valley Voice CALIFORNIA



March 7, 2018



SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES Policy Council



San Joaquin Valley Regional Priorities

GOODS MOVEMENT

REQUESTS: (1) Recommend the California Transportation Commission adopt the Interregional Transportation Improvement Program (ITIP) as proposed by staff. (2) Consider air quality and low-income challenges to ensure a fair and equitable distribution of Senate Bill 1 program funds, specifically the Trade Corridor and Congested Corridor programs. These considerations can be incorporated in funding decisions through the use of existing tools such as CalEnviroScreen.

CAP AND TRADE FUNDING

REQUEST: Structure investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions.

Funding should be allocated regionally by population, air quality status and disadvantaged community status, recognizing different strategies are necessary to achieve greenhouse gas reductions in different areas of the state. This approach requires maintaining CalEnviroScreen criteria as the tool to determine disadvantaged community status.

AIR QUALITY REGULATION FUNDING

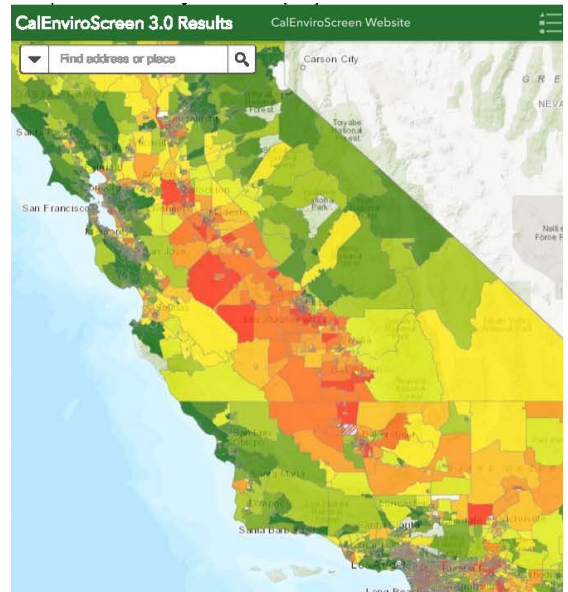
REQUEST: Provide funding for regional and local governments to meet new air quality regulations.

Despite achieving significant emissions reductions through decades of implanting the most stringent stationary and mobile regulatory control program in the nation, NOx emissions in the San Joaquin Valley must be reduced by an additional 90% in order to attain the latest federal standards. Support is needed for the San Joaquin Valley Air Pollution Control District to petition the EPA for new national standards for on-road, heavy-duty trucks and locomotives under federal jurisdiction and the establishment of a National Clean Air investment fund to accelerate the deployment of low-emission vehicles in a timeframe that will meet the standards, protect public health and avoid federal sanctions.

INTERCITY PASSENGER RAIL

REQUEST: Support the San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Rail Commission (SJRR) application for funding under the Transit and Intercity Rail Capital Program (TIRCP) for rail infrastructure improvements to better connect travelers to and from the Sacramento region with the San Joaquin Valley and Bay Area.

This grant funding will enable two more daily round trips for the Amtrak San Joaquins service from Fresno to the Sacramento region, as well as the extension of Altamont Corridor Express (ACE) service to/from Sacramento. The funding will also enable buildout of new stations located in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas. Extending the ACE service between Natomas and San Jose and between Merced and Natomas will offer a new direct connection between Sacramento and the Bay Area, while increasing frequency of Amtrak San Joaquins will improve connectivity between the Valley and Sacramento.



CalEnviroScreen 3.0



San Joaquin Valley Regional Priorities

CATEGORICAL EXCLUSIONS FOR PROJECTS OF LIMITED FEDERAL ASSISTANCE

REQUEST: Encourage Caltrans to exercise the authority provided to them by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to make NEPA categorical exclusion (CE) certifications or determinations.

Federal Highway Administration and Federal Transit Administration amended their joint procedures to streamline compliance with the National Environmental Policy Act (NEPA) by designating two types of actions as categorical exclusions for transportation projects:

- Any project (as defined in 23 U.S.C 101(a)) within an existing operational right-of-way; and
- Any project that receives limited federal funding.

HIGH-DENSITY MARKET-RATE HOUSING

REQUEST: Support the development of high-density market-rate housing in the San Joaquin Valley.

To transform transportation and land use in the San Joaquin Valley, funding programs and policies need to support and incentivize the development of high-density market-rate housing in the region.

Current state funding programs, policies and processes such as the Regional Housing Needs Allocation (RHNA) target low-income housing in California while the San Joaquin Valley region is challenged with providing market-rate high-density options.



City View @ Van Ness—Downtown Fresno

REGIONAL TRANSPORTATION PLAN ADOPTION CYCLE PILOT PROGRAM

REQUEST: Encourage state support for a federal pilot program to explore a 10 year Regional Transportation Plan (RTP) adoption cycle.

RTPs are federally required long-range transportation plans that metropolitan planning organizations (MPOs) are required to update every four years. Looking ahead 20 years or more, these documents serve as a master plan for the region's transportation network including a listing of all projects anticipated to receive federal funding. Under the current four-year cycle, federal planning grants do not cover the costly transportation and air quality modeling expenses required to produce the document. The San Joaquin Valley MPOs are interested in pursuing a pilot program to explore an optional 10 year RTP adoption cycle that would allow agency's to amend adopted RTPs as needed from year to year.

WATER RELIABILITY, QUALITY AND SUPPLY

REQUEST: In order to provide the agriculturally rich San Joaquin Valley with reliable water quality and supply, the Regional Policy Council requests: (1) the State Legislature work with their Federal counterparts to develop a water policy for the region that is sustainable and equitable, with an emphasis on water storage. HR 23 (Valadao) and HR 3964 (Nunes) are good examples of federal legislation needing support at the state level; (2) Support Temperance Flat RM 271 Reservoir which needs Prop1 funding to secure 1.3 acre feet of water annually for the Valley; (3) Amend the Groundwater Sustainability Act to allow for greater recharge capacity for beneficial use. (4) Provide available funding to municipalities for the delivery of safe and clean drinking water.





San Joaquin Valley Regional Policy Council

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

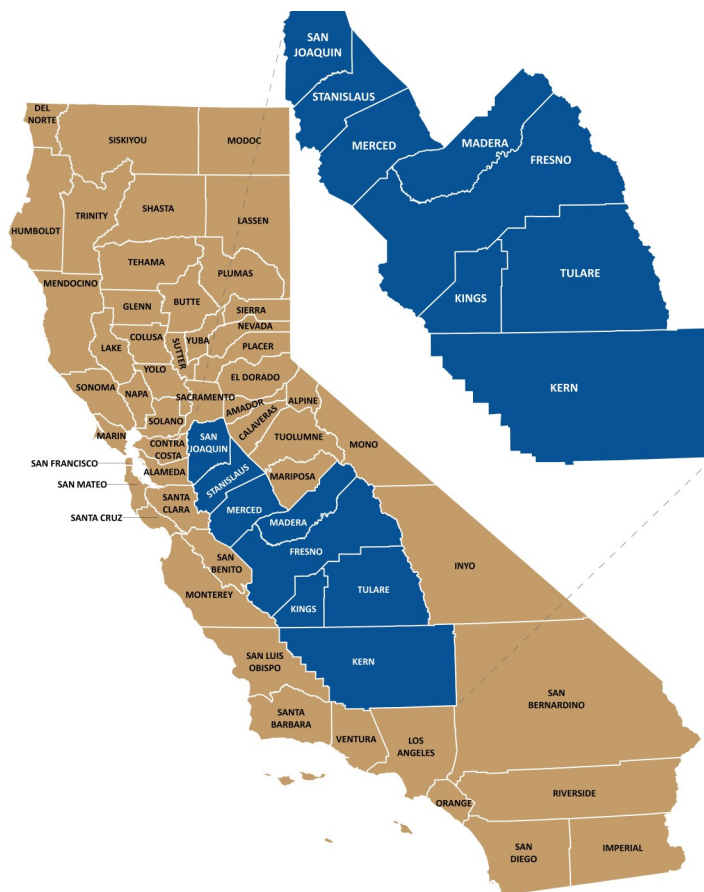
Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policy makers and agency staff in Sacramento and Washington, DC. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice.

California's San Joaquin Valley

California's San Joaquin Valley lies between the Sierra Nevada mountain range to the east, the Tehachapi mountains to the south, the coastal ranges to the west and the Sacramento Valley to the north. The region is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern) and 62 cities. While most of the Valley is rural and economically driven by agriculture, there is a significant proportion of its 4 million residents that resides in urban areas, most of which are along the major transportation corridors.

Interstate 5 connects the entire state north to south in the western part of the San Joaquin Valley, bypassing the major population centers. State Route 99, also known as the backbone of California—is a major goods movement state highway connecting southern California to northern California through the major cities of the San Joaquin Valley. Due to its location in the center of the state, the Valley is a major transportation corridor between large California cities to and from western sea ports.

The Valley is currently home to more than 4 million people which is about 10% of the state's population. However, by 2050, it is estimated that the region will be home to more than a quarter of all Californians. These growth projections promise to challenge an already stressed regional transportation network, but also provide tremendous opportunity for state and federal investments.





A Region of Challenges and Opportunities

The San Joaquin Valley has always been California's geographic and agricultural production center, generating more than \$45 billion in ag products annually. 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 Valley is California's fastest-growing region with a population of over 4 million that is anticipated to grow to more than 6 million people by 2035. It is a region ripe with opportunities, but not without significant economic and environmental challenges.

Valley demographics reflect low income and low educational attainment that contribute to some of the worst unemployment rates in the nation. Weather and topography create an ideal setting for retention of pollutants, causing extreme levels of air pollution. As a result, the region faces chronically high asthma rates and other health-related challenges. The region struggles with the quality, availability and reliability of water, including areas with significant levels of groundwater pollution. And the region's transportation infrastructure is deteriorating and decaying due to a historical lack of investment, making it unable to keep up with a surging population and increasing economic development potential.

In order to improve the quality of life, actualize the full economic potential of the region, and be able to accommodate the anticipated population growth over the next 20 years, investment in transportation and other systems must go beyond basic needs. Federal and state programs and investments play a critical role in continuing efforts to meet the current and future needs of the San Joaquin Valley, its residents, businesses and stakeholders.

The passage of Senate Bill 1, the Road Repair and Accountability Act of 2017, was a considerable step in the right direction towards providing much-needed investments into California's aged transportation network. While SB 1 is putting people to work in the Valley and around the state, the region continues to coordinate and collaborate in the areas of goods movement, air quality, vanpooling and ridesharing, transit, housing, water and many other aspects that affect the quality of life in the San Joaquin Valley.

Most recently, the Valley COGs completed the San Joaquin Valley Goods Movement Sustainable Implementation Plan which better positions the region for freight investments. Also, the Valley continues to work collaboratively to meet the State's goal to reduce greenhouse gas emissions from passenger vehicle use. These are just a few of the current regional efforts that demonstrate the decade long commitment of the eight valley transportation planning agencies' to work collaboratively to provide a cleaner and healthier Valley with a safe and efficient multimodal transportation system.

Did you know?

The San Joaquin Valley covers 27,000 square miles and is home to 4 million people.

The region has 31,828 publicly maintained road miles—more than 18% of California's public road system.

The region's transportation network accommodates 99,054 average daily vehicle miles traveled which is 10.8% of the state total. (Source: Caltrans 2014 California Public Road Data Report)

Millions of tourists visit the Valley each year on their way to four National Parks (Yosemite, Sequoia and Kings Canyon) and four national monuments (Giant Sequoia, Devils Postpile, Cesar E. Chavez, Tule Lake Unit)

The region is home to five universities, including the 10th campus of the University of California, and dozens of community colleges.

Four important military bases are located in the San Joaquin Valley (Fresno Air National Guard, Lemoore NAS, Edwards AFB and China Lake NAWS).

The Valley is a major producer of energy, including a fast growing solar energy sector.

2018 Valley Voice Delegation

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)

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2018 Valley Voice Delegation



REGIONAL POLICY COUNCIL

SAN JOAQUIN Valley **Voice**
CALIFORNIA





INFORMATIONAL ITEMS – February 1, 2018

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

- All work for the I-5/SR 99 Goods Movement Corridor Study, and San Joaquin Valley Goods Movement Sustainable Implementation Plan has been completed.
- Major deliverables including the final reports, and other information for both studies, are posted on the sjvcog's website: http://sjvcogs.org/valleywide_activities/good-movement/

11. Rural Transit Alternatives Study/UC Davis ITS

M. Sigala

The final draft report of the *Opportunities for Shared-Use Mobility Services in Rural Disadvantaged Communities in the California's San Joaquin Valley: Existing Conditions and Conceptual Program Development* was submitted to the Technical Advisory Committee in October for review. Here is the link to the report: <http://sjvcogs.org/wp-content/uploads/2017/09/Final-Report-Transit-Alternatives.pdf>

The ARB grant for shared mobility options will commence in 2018 and coincide with the ongoing implementation efforts. The ARB grant contract is under review with the SJVAPCD at this time. After approved by ARB board (presumably in February), then a start-up meeting can be planned.

12. California Partnership for the San Joaquin Valley

I. Herrera

Ismael Herrera, Lead Executive, may be in attendance to provide an update and answer any questions.