



Meeting Agenda

Friday, February 19, 2016
Time: 10:00 a.m. to 11 a.m.

THIS IS A PHONE CONFERENCE MEETING

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

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Dhaliwal

B. APPROVAL OF MINUTES

Chair Dhaliwal

January 22, 2016 Regional Policy Council Meeting

C. DISCUSSION/ACTION ITEMS


Valley Voice Sacramento – March 2, 2016


Robert Phipps


1. Approve Revised Legislative Platform
2. Discuss Speaker Assignments
 - Transportation Funding:** *Robert Poythress (primary) and Gary Yep*
 - Cap and Trade Funding:** *Bill O'Brien (primary) and Daron McDaniel*
 - Goods Movement:** *Allen Ishida (primary) and Luis Molina*
 - SJ Amtrak Intercity Passenger Rail:** *John Pedrozo (primary) and Bill O'Brien*
 - Water Quality, Supply and Reliability:** *Rudy Mendoza (primary) and Luis Molina*
3. Review Valley Voice Itinerary and Logistics

D. 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. Pubic Comment will be allowed during the Discussion/Action Item above.

 (559) 266-6222

 (559) 314-6015

 555 East Weber Ave.
Stockton, CA 95202

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ITEM B

Meeting Minutes

Special Meeting
Friday, January 22, 2016
Time: 10:30 a.m to 12 p.m

Meeting Location:
Fresno Council of Governments
Sequoia Room
2035 Tulare Street, Suite 201
Fresno, CA 93721

Members Attending:

MEMBER	MPO/COG	TITLE	JURISDICTION
Amarpreet Dhaliwal	Fresno COG	Mayor	City of San Joaquin
Allen Ishida	TCAG	Supervisor	Tulare County
Rudy Mendoza	TCAG	Mayor	City of Woodlake
Mike Villalta	MCAG	Mayor	City of Los Banos
Daron McDaniel	MCAG	Supervisor	Merced County
Gary Yep	Fresno COG	Mayor Pro Tem	City of Kerman
Mark Cartwright	KCAG	Vice Mayor	City of Corcoran
Doug Verboon	KCAG	Supervisor	Kings County
Elbert Holman	SJ COG	Councilmember	City of Stockton
Chuck Winn	SJ COG	Supervisor	San Joaquin County
Vito Chiesa	StanCOG	Supervisor	Stanislaus County
Cheryl Wegman (phone)	Kern COG	Mayor	City of Wasco
Bill O'Brien (phone)	StanCOG	Supervisor	Stanislaus County

See Appendix A for List of Others Attending

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Chair
 Mayor Amarpreet Dhaliwal
 City of San Joaquin

Vice-Chair
 Supervisor Bill O'Brien
 Stanislaus County

San Joaquin
 Council of
 Governments

Tulare County
 Association of
 Governments

Fresno
 Council of
 Governments

Kern
 Council of
 Governments

Kings County
 Association of
 Governments

Madera County
 Transportation
 Commission

Merced County
 Association of
 Governments

Stanislaus
 Council of
 Governments

A. CALL TO ORDER AND INTRODUCTIONS – MAYOR AMAPREET DHALIWAL

B. APPROVAL OF MINUTES

December 11th, 2015 Regional Policy Council Meeting

There was a motion to approve the December 11, 2015 Regional Policy Council Meeting Minutes, on the condition that the minutes reference “Mayor Gary Yep City of Kerman” amend the title to “Mayor Pro Tem”, strike title of Mayor Molina to correctly read “Councilmember Albert Holman”, and error in the language in which fair “chair” should read fair “share”.

First Motion: Mr. Rudy Mendoza
Second Motion: Mr. Mark Cartwright
No Nays
Motioned Carried

C. DISCUSSION/ ACTION ITEMS

1. Panel discussion on the water needs in the San Joaquin Valley followed by an action to establish a formal policy position by the Regional Policy Council

Moderator:

Chair Amarpreet Dhaliwal

Panelist:

1. Condition and Issues of Water Supply in the San Joaquin Valley

Mario Santoyo

Mario Santoyo, Executive Director of the San Joaquin Valley Water Infrastructure Authority (SJWVIA), gave background to the conditions and issues of water supply in the San Joaquin Valley. The presentation was provided in a Powerpoint format and covered snowpack levels, water levels at reservoirs, delta pumping, ground water, above ground water storage, the water bond – Proposition 1, and Temperance Flat. As a result, Mr. Santoyo made a request for the Policy Council to consider taking a position when going to Washington DC in support of the following: 1) Congressional construction authorization for Temperance Flat Project, 2) Financial assistance to the SJWVIA to secure partnership agreements and funding from non-federal sources, 3) Federal appropriations to initiate construction related activities. A question arose for suggestions for the Sacramento platform. Mr. Santoyo advocated informing our state legislators to keep communication open between the water commission and the governor. There was a request for comparison as to where we stand with Temperance Flats versus Sites Reservoir. Mr. Santoyo explained that Sites formed a JPA in 2010 giving them more lead time to get the work done. The SJWVIA was only formed last month. An application needs to be completed by the end of this year, as they are looking to release funds on March 2017, so any messaging has to be done sooner rather than later. Other discussion ensued.

Supervisor Allen Ishida stressed the difficulty and length of time of bringing surface water issues to the forefront. Supervisor Ishida noted the now defunct Friant Authority, and noted that the new JPA (SJWVIA) is critical to move forward. He noted that cities rely on surface water deliveries. He reiterated that broad support is need for Temperance Flats. Chair Dhaliwal supported these comments.

2. Surface Water Deliveries

Johnny Amaral

Johnny Amaral, Deputy General Manager, Westlands Water District, highlighted the importance of surface water deliveries. Mr. Amaral stressed concerns with the notable rain this season, could mask the reality of

surface water delivery issues in the summer. Mr. Amaral noted the significance of above ground water storage and understanding of the Sustainable Groundwater Management Act (SGMA) effective 2020, which will limit the amount of water drawn from the ground. Mr. Amaral suggested a sound policy to lobby to congress to bring normalcy to delta water delivery.

3. Water Situation in Tulare County

Allen Ishida

Supervisor Ishida, Tulare County, reported the growing concerns surrounding the lack of surface water deliveries, the sustainability of cities without surface water, and an unwarranted drilling competition from both the cities and agriculture. Supervisor Ishida made two suggestions 1) additional flood water storage and 2) surface water facilities, Temperance Flat being the viable solution to recharge groundwater for levels to increase. Chair Dhaliwal gave additional background to the on going issues in the City of Porterville. Mayor Rudy Mendoza reminded the Policy Council not to lose sight of why the Policy Council came together and how important water is to the economic development of communities and cities.

4. Ground Water Sustainability Act

Assemblymember Adam Gray

Assemblymember Adam Gray, reviewed the water bond and highlighted the Valley stand in pursuit of increasing the bond from \$1 billion to \$2.75 billion in water storage. Assemblymember Gray stressed the recommendation made by Mario Santoyo in voicing to the federal government and making sure there is some action. He commended the unity of the Regional Policy Council for convening the discussion, with the understanding of the amount of work needed with ground water sustainability. He noted over two years his legislation been working on AB 1242 recognizing the connection between surface water deliveries and ground water recharge. As a result, Assemblymember Gray underlined several issues: 1) vast over prompting of ground water 2) no realistic plan to recharge that ground water. He recommended to the Policy Council to adopt support for enhancing coordination, make an ask for the federal government, amend the ground water sustainability act, and figure out a rational plan that includes mitigation to connect surface delivery to ground water as well as a recharge plan. His bill, AB 1242 calls for increases in surface water delivery. He cautioned that Sites might get funding ahead of Temperance. Supervisor Verboon agreed with the recommendations by Assemblymember Gray but also noted the vast amount of surface water deliveries to bigger cities, from corporate farmers who then pump ground water, contributing to the issue. Mayor Villalta, Los Banos, commented and asked for water safety and quality be added to the plan. Chair Dhaliwal agreed to the comments made and made reference to the importance of water quality.

5. Update on Prop 1A

Erica Mello

Erica Mello, Office of Congressman Valadao, reported on Senator Feinstein's water bill was introduced as of January 21, 2016. Ms. Mello also noted that Congressman Valadao's office had a similar bill and is optimistic a conference can occur and that final legislation will support Temperance Flat. Ms. Mello advised the Policy Council to start working on the application process (for Temperance).

Assemblymember Gray made follow-up comments to Mayor Villalta's approach on the water quality and praises the efforts taken to tackle that issue. He noted that the Council be very pragmatic, very realistic, and look for holistic solutions to work with the State. Mayor Mendoza commended on Assemblymember Gray's support, but he encouraged leadership from state officials to help with the Policy Councils' efforts.

a. Policy Notes

Robert Phipps

Robert Phipps, Administrative Director with Kern Council of Governments, noted and summarized key policy points to consider taking to the state and legislative platforms.

- 1) Federal platform, pursue congressional support for construction, funding, and appropriations for Temperance Flat.

- 2) State platform, seek support from state legislators, obtain letters supporting construction of Temperance Flat, and amending the Ground Water Sustainability Act (for greater recharge).

Mark Cartwright suggested adding delivery of safe drinking water. Mr. Phipps noted the recommendation for the conference committee to continue resolving the difference between Congressman Valadao and Senator Feinstein's bills. Mr. Phipps suggested a letter to the representatives would be appropriate related to support of additional water storage. Mario Santoyo agreed and stressed the importance of letters supporting Temperance Flat. There was additional discussion of the time frame and cost of other three storage projects, Sites Reservoir, Los Vaqueros and Temperance Flat. Additional discussion ensued regarding the Ground Water Sustainability Act. Mr. Santoyo provided some background detailing the trade-offs between surface and ground water deliveries and how this stabilizes our water table.

Councilmember Holman suggested narrowing down the most important issues that would strengthen the campaign. He noted that in the north valley (Stockton area), delta water is available. Supervisor Verboon emphasized the wording in the letter to note the importance of recharging ground water in the Central Valley and its potential negative impact statewide without any resolution. He noted that southern CA needs to understand how important this is to us and that if we fail, they fail. Supervisor Winn suggested a defined plan to present to the state legislators. It is apparent the main concern is coming to a consensus to develop a plan to take to both the state and federal platforms. Supervisor Vito Chiesa, Stanislaus County, suggested a broader plan to support all projects in California pertaining to ground and surface water storage, and to work with other regions focusing on solutions. Additional discussion ensued.

Mr. Phipps revised the key policy points noted earlier:

- 1) Federal Level – pursue congressional support for construction, obtain funding, and request appropriations for Temperance Flat. Express a broad support for water storage, additional water storage, generally throughout California. In addition, support of operational improvements, support the conference committee to resolve the Feinstein and Valadao bills in their present form.
- 2) State Level – seek support from state legislators to provide letters supporting construction of Temperance Flat, express the Council's support for additional water storage throughout California, amending the Ground Water Sustainability Act for better recharge ability for beneficial use. Providing available funding to localities for safe drinking water.

Discussion ensued whether to include naming Temperance Flat specifically, as well as supporting all other water storage projects in California. Assemblymember Gray suggested the Policy Council support all water storage projects in line with the comments made by Supervisor Chiesa. Supervisor Ishida noted that Temperance also helps with our below ground water storage issues. Supervisor Chiesa again stressed his support for all water storage projects. Supervisor Ishida noted the need to name Temperance. Assemblymember Gray noted support for AB 1242, which includes most of the points referenced, inclusive of additional surface water storage without naming any specific projects. Mr. Santoyo noted a 2000 study to narrow down the CalFed project list, which included all three projects (Vaquero, Sites and Temperance).

There was a motion to adopt the key talking points that Mr. Phipps previously stated including specifically naming Temperance Flat project in addition to general emphasis on increasing water storage. Supervisor Winn noted their (north Valley) support of this motion with the exception of the lack of support for the Valadao bill from his county (San Joaquin).

First Motion:	Mr. Rudy Mendoza
Second Motion:	Mr. Daron McDaniel
No Nays	

Motion Carried

D. PUBLIC COMMENT

There was no public comment

Meeting adjourned at approximately 12:04 P.M.

Next Regular Regional Policy Council Meeting: Friday, June 17, 2016

Appendix A: List of Others Attending

In Attendance:	
Individual(s)	Organizations
Patricia Taylor	MCTC
Steve Dabbs	MCAG
Margie Kirn	MCAG
Ben Kimball	TCAG
Ted Smalley	TCAG
Terri King	KCAG
Brenda Veenendaal	Fresno COG
Robert Phipps	Kern COG
Gary Yep	Fresno COG
Tony Boren	Fresno COG
Rosa Park	Stan COG
Erica Mello	Rep. David Valadao
Mario Santoyo	SJVIA
Adam Gray	Assemblymember
Mike Lynch	Assemblymember Gray's Office
Johnny Amaral	Westlands Water District
Andy Chesley	SJ COG
Melissa Garza	Fresno COG
Michael Sigala	Valley Wide Cord., Sigala Inc.
Rudy Serrato	Sigala Inc.
Becky Napier (phone)	Kern COG

SAN JOAQUIN VALLEY REGIONAL TRANSPORTATION PLANNING AGENCIES 2016 STATE LEGISLATIVE PLATFORM

Revised February 2016

BACKGROUND

The San Joaquin Valley Regional Planning Agencies include the San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments, and Kern Council of Governments. In 2006, the San Joaquin Valley Regional Planning Agencies expanded their Memorandum of Understanding to form a Regional Policy Council, comprised of two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

The Regional Policy Council, in coordination with the San Joaquin Valley Regional Planning Agencies, has established a San Joaquin Valley Legislative Platform that reflects the Regional Policy Council's priorities in state and federal legislative matters. The Legislative Platform provides guidance to the eight San Joaquin Valley Regional Planning Agencies and their lobbying partners when taking action on specific legislative proposals. The platform is intended to provide a unified voice when communicating legislative issues of regional importance to the Valley's state and federal legislative delegation as well as relevant state and federal agencies.

GENERAL PRINCIPLES

- Protect and enhance state and federal funding levels for transportation-related programs.
- Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

VALLEY VOICE ADVOCACY EFFORTS

Continue to pursue federal and state support for the projects and legislative priorities identified through the Regional Policy Council's advocacy program called "Valley Voice"

- **TRANSPORTATION FUNDING**
- **CAP AND TRADE FUNDING**
- **GOODS MOVEMENT**
- **SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL**
- **WATER QUALITY, SUPPLY AND RELIABILITY**

Contact Andrew Chesley, San Joaquin Council of Governments, for more information:
(209) 235-0600 • email: achesley@sjcog.org

2016 VALLEY VOICE REGIONAL PRIORITIES

TRANSPORTATION FUNDING:

The SJV Policy Council supports a comprehensive state transportation funding solution that provides for all modes and with a heavy emphasis on a “fix it first” philosophy. The Policy Council advocates a funding package that includes a variety of policy/regulatory reforms, accountability measures and new revenues from different sources to address the state’s crumbling streets, roads, bridges and highway systems. The Council generally endorses the California Transportation Commission’s (CTC) recommendations for statutory and administrative changes as specified in the CTC’s 2015 annual report, including:

1. “Provide additional, reliable and sufficient transportation funding”;
2. “Stabilize revenues from the price-based excise tax”;
3. “Restrict the application of transportation revenues for transportation only”; and
4. “Create a funding stream dedicated to improving freight mobility.”

The Council also seeks consideration of the following requests:

1. Support a funding increase to the State Transportation Improvement Program (STIP) that is equivalent to a return of truck weight fees.
2. Fund the STIP in whole before adding new revenue to the Trade Corridor Improvement Fund;
3. Through the SHOPP program, support a full range of safety and operational improvements that also provide for GHG reduction, including new interchanges.

SUMMARY

The SJV 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. The SJV has a significant role in the movement of agricultural products and goods, with a heavy burden placed on the existing transportation infrastructure. Investments to preserve the SJV transportation infrastructure have not kept pace with the demand and have led to the deterioration of the usability of the network.

- According to the California Transportation Commission 2014 Statewide Transportation Needs Assessment, the San Joaquin Valley would need \$3.34 billion for State Route 99 backbone projects and \$6.39 billion for priority projects. The maintenance backlog will only grow as bridges age and costs rise. The SJV has more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7 percent.

Contact Andrew Chesley, San Joaquin Council of Governments, for more information: (209) 235-0600 • email: achesley@sjcog.org

CAP-AND-TRADE FUNDING:

The SJV Policy Council supports the Transportation Coalition for Livable Communities, which includes the California Transit Association, Transportation California, California Alliance for Jobs, and local and regional government associations in the unifying principle that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

1. Dedicate cap-and-trade revenues related to fuels to transportation investments.
2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.
4. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility, while addressing the needs and role of disadvantaged communities.
5. Maintain statewide confidence in the CalEnviroScreen model to determine criteria for disadvantaged community status.
6. Cap-and-trade revenues should achieve greenhouse gas reductions, with priority given to projects that achieve reductions in criteria pollutants.
7. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.
8. Provide the incentives and assistance that local governments need to make SB 375 work.
9. Policies and programs funded with cap-and-trade revenues should meet or exceed the provisions of SB 535 that require a minimum of 25% to be distributed in a manner that benefits disadvantaged communities and that 10% of the revenue be spent in those communities.

SUMMARY

Funding revenues should be directed to transit and road operations and maintenance, as well as complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, SB 375 implementation strategies. Funds should be allocated to areas that have disadvantaged communities and poor air quality, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. Additional incentives should be offered to regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans.

GOODS MOVEMENT:

The SJV Policy Council distinguishes the need to continue funding the major regionally significant trade corridors.

- 1. SJV Interregional Goods Movement Plan:** provides a detailed description of the existing freight infrastructure (including the highways, roadways, rail facilities, intermodal facilities, intermodal centers, connections to inland and marine ports, and air cargo facilities) and provides a foundation for the analysis of existing and future freight capacity.
- 2. Shortline Rail:** During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. It is important that these shortline rail corridors are preserved and enhanced to provide a necessary part of goods movement infrastructure within the SJV and to reduce levels of truck VMT.
- 3. State Route 99 Business Plan:** State Route (SR) 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The extra stress of the overcapacity on the aged pavement in addition to the lack of adequate funding to reconstruct the pavement is the single most significant factor contributing to the current poor pavement conditions.
- 4. Capitalize on new freight provisions in federal FAST Act legislation:** The SJV is fully prepared to compete for new federal freight-related funding through the federal Fixing America's Surface Transportation (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.

SUMMARY

The eight San Joaquin Valley Regional Planning Agencies continue to work in partnership with Caltrans and key private stakeholders, after developing the San Joaquin Valley Interregional Goods Movement Plan. The Plan, finalized in 2013 provides analysis of the vital goods movement networks of this multi-county region. Goods movement is a vital component of the San Joaquin Valley's diverse internal economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

Contact Andrew Chesley, San Joaquin Council of Governments, for more information:
(209) 235-0600 • email: achesley@sjcog.org

SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL:

The San Joaquin Valley continues to support funding for state-supported Intercity Passenger Rail Services, including the San Joaquin service. Support for making the transfer of the administrative responsibility of the San Joaquin service to the San Joaquin Joint Powers Authority (SJJA) and of the Pacific Surfliner Service to the LOSSAN JPA a priority for California State Transportation Agency.

1. A continued commitment in annual operating funds through the Public Transportation Account (PTA) to meet requirements of federal legislation (PRIIA Section 209) – states must finance the operational costs of intercity passenger rail routes of 750 miles or less. Currently this would require an annual PTA allocation of at least \$125 million, with an increased allocation necessary to expand operations further.
2. A stable, consistent annual appropriation/ allocation in state capital funds to leverage funds from matching sources (federal, regional, and private). At least \$100 million/ year in state capital funds is needed to leverage funding for existing needs, with increases necessary to meet future requirements and further expand the system.

SUMMARY

Since 1990, California has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation's intercity riders. The San Joaquin service carried over 1.2 million passengers in FY 13, and had the largest increase in ridership of any intercity service in the nation. Improving California's Intercity Passenger Rail Program will result in more jobs, improved air quality, less automobile use, enhanced public safety more transportation choices and promotes sustainable development.

As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority was established to enable regional governance/management of the San Joaquin intercity passenger rail service. To date, several achievements have been realized and include:

- Selection of the San Joaquin Regional Rail Commission as the Managing Agency
- New advocacy efforts for the state-supported intercity passenger rail program as a new partner in the California Intercity Passenger Rail Leadership Coalition

(Capitol Corridor JPA, LOSSAN JPA, Coast Rail Coordinating Council, San Joaquin Valley Rail Committee, and SJJPA).

- Leadership efforts in working with Senator Jackson and Assemblymember Olsen to establish Select Committees in the CA Senate and the Assembly for conventional passenger rail.
- The adoption of a Joint Policy Statement between SJJPA, Caltrans and the CA High Speed Rail Authority to ensure SJJPA and local member agencies can participate in any alternatives that might be necessary to utilize San Joaquin trains on the First Construction Section of the proposed High Speed Rail Network.
- Two “Local Community Field Work Events” that encourage SJJPA members/staff/affiliates to travel on the San Joaquins to events that showcase various attractions in local communities.

Contact Andrew Chesley, San Joaquin Council of Governments, for more information:
(209) 235-0600 • email: achesley@sjcog.org

WATER QUALITY, SUPPLY, AND RELIABILITY:

The SJV needs a reliable, adequate, water quality supply to sustain a high quality of life and a world-class agricultural sector, while protecting and enhancing the environment. With those goals in mind, the Policy Council requests the following:

1. Letters supporting the Temperance Flat Dam as an eligible and necessary Proposition 1 water bond project, in addition to more water storage facilities and capacity throughout the entire Valley.
2. Support for AB 1242 (Gray), which would require:
 - a. the Department of Water Resources (DWR) to increase statewide water storage capacity by 25 percent by January 1, 2025, and 50 percent by January 1, 2050;.
 - b. DWR to identify statewide water storage capacity and prepare an implementation plan to achieve those expansions.
 - c. A continuous appropriation of 25 percent of the annual proceeds of the Greenhouse Gas Reduction Fund to the department to comply with these requirements.
3. Amend the Groundwater Sustainability Act to allow for greater recharge capacity for beneficial use.
4. Provide available funding to municipalities to allow for delivery of safe, clean drinking water.

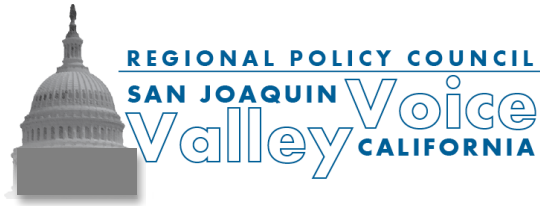
SUMMARY

The SJV's growing population and expanding economy require an adequate water quality supply that is reliable for all sectors and the environment. The current water supply is inadequate and unsustainable for the future. The rivers found throughout the SJV are valuable natural resources that need to be protected, while developing additional sustainable water supplies.

The San Joaquin Valley is being squeezed simultaneously by the Groundwater Sustainability Act on one end and repurposing surface water for environmental purposes on the other. The Valley has sacrificed its water supply considerably over the last 20 years, with water allotments to agriculture cut as much as 95 percent in a given year.

Today, the Temperance Flat Dam and the Sites Reservoir projects are both eligible and necessary projects closest to construction under Proposition 1. The California Partnership for the San Joaquin Valley and several other Valley organizations continue to work towards these water goals. A letter of support for water storage in the San Joaquin Valley demonstrates support for the entire state.

Contact Ted Smalley, Tulare County Association of Governments, for more information:
(559) 623-0463 • email: tsmalley@tularecog.org



Agenda

Wednesday, March 2, 2016

State Capitol, Room 3162 - Sacramento, CA

- 9:15 am – 9:30 am** **Arrival/ Pre-briefing-** Gus Khouri, Khouri Consulting
- 9:30 am – 10:00 am** Senator Jim Beall, Chair, Senate Transportation & Housing Committee
Topics: SBx1 1 (Beall) Transportation Funding Proposal
- 10:00 am – 10:45 am** **Brian Kelly, Secretary, California State Transportation Agency**
Topics: Governor’s Transportation Proposal, Intercity Rail, Cap and Trade
- 10:45 am – 11:15 am** **Janet Dawson, Chief Consultant, Assembly Transportation Committee**
Topics: AB 1591 (Frazier), Intercity Rail, Cap and Trade, Goods Movement
- 11:15 am – 12:00 pm** **John Laird, Secretary, Natural Resources**
Topics: Water
- 12:00 pm – 1:30 pm** **Lunch- Malcolm Dougherty, Executive Director, Caltrans**
Chop’s-1117 11th Street
Topics: Transportation Funding: Impact on ITIP, SHOPP
- 1:30 pm – 2:00 pm** Salas/Bigelow/Berryhill/Vidak
Topics: Transportation, Water
- 2:00 pm – 2:30 pm** **Assembly Member Adam Gray (Merced, Stanislaus)**
Topics: Intercity Rail, Cap and Trade, Goods Movement, Water
- 2:30 pm – 3:00 pm** **Senator Jean Fuller, Senate Republican Leader (Kern, Tulare)**
Topics: Transportation Proposals, Water
- 3:00 pm – 3:30 pm** **Senator Anthony Canella (Madera, Merced, Stanislaus)**
Topics: Transportation Proposals, Water
- 3:30 pm – 4:00 pm** Senator Cathleen Galgiani (Stanislaus, San Joaquin)
Topics: Intercity Rail, Cap and Trade, Water
- 4:00 pm – 4:30 pm** **Martha Aceves-Guzman, Deputy Legislative Secretary, Governor Brown**
Mike Martinez, Deputy Legislative Secretary, Governor Brown
Topics: Cap and Trade, Goods Movement, Water, Governor’s Priorities