



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

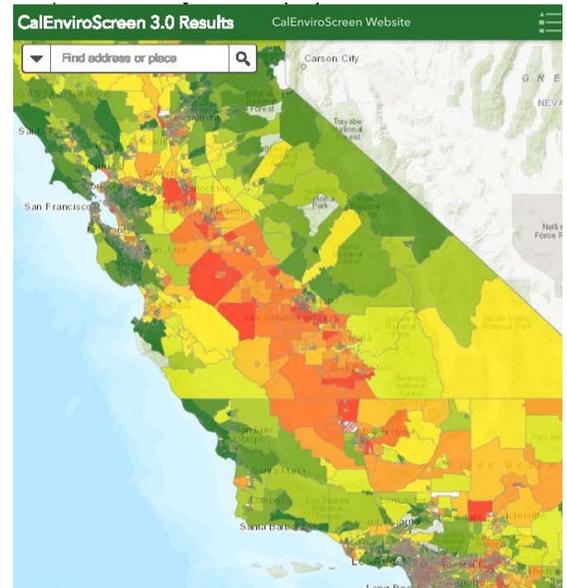
REQUEST: Provide funding for regional and local governments to meet new air quality regulations.

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.

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) State Legislators 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.

The San Joaquin Valley's demand for a reliable supply of clean water is an imperative. This objective is crucial to the sustainability of a high quality of life and a world-class agricultural sector which provides food and fiber far beyond the region. The San Joaquin Valley's growth rate is projected to be 65% higher than the state average within then next 15 years. The effects of a diminished food supply due to the minimal and inconsistent availability of water will have a detrimental effect on the State of California and the nation. Our nation's food supply and security will be impacted significantly as a result of inaction. It is critical that state and federal policymakers and agencies work together to ensure adequate water supplies for the region.





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

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2018 Valley Voice Delegation

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