



REGIONAL POLICY COUNCIL  
**SAN JOAQUIN** *Voice*  
**Valley** **CALIFORNIA**

Washington D.C.

## Regional Priorities Summary

September 8-11, 2015

Valley Voice  
Participating Agencies

SAN JOAQUIN VALLEY

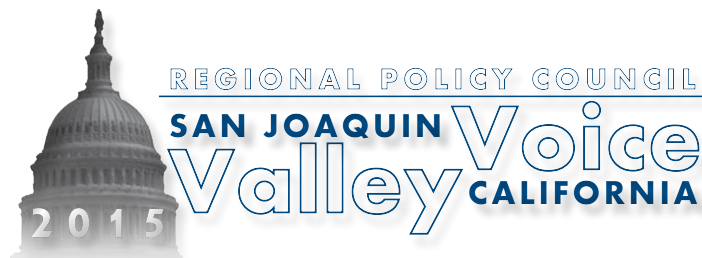




# 2015 Valley Voice Washington D.C. Priorities Summary

## Table of Contents

2015 Washington DC One Voice Delegates .....	1
Water Quality, Supply and Reliability .....	2
Map-21 Reauthorization Principles .....	3
Interregional Goods Movement Support for Policy and Funding.....	5
Continued Funding for Bridge Replacement and Rehabilitation.....	9
National Freight Program and Revenue Source .....	10
Clean Air Act Modernization .....	11
San Joaquin Valley of California Regional and Transportation Infrastructure Profile .....	12
Valley Voice Delegation Contact Information .....	14



# 2015 Washington D.C. Valley Voice Delegates

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# Water Quality, Supply and Reliability

## Request Summary:

We urge bipartisan cooperation between Congress and the Administration to resolve our water crisis. We request immediate action through conference committee to address H.R. 2898 Western Water and American Food Security Act of 2015 (Valadao) and S.1894 California Emergency Drought Relief Act of 2015 (Feinstein).



*Fallow farmland in Fresno County*



*Due to ground water pumping, California is sinking, particularly in farming areas like the San Joaquin Valley.*

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The SJV's growing population and expanding economy require an adequate, quality water supply that is reliable for all sectors and the environment. Our supply is inadequate for the future: The San Joaquin, Merced, Kings, Kaweah, Tule and Kern Rivers are valuable natural resources that need to be restored and protected while additional water supplies are developed. Water and energy are interdependent resources, with one-fifth of the state's energy being used to pump, transport and treat water. Strategies must be addressed to maximize both of these resources.

While water is a pressing issue for all Californians, as one of the fastest-growing regions in California, water quality, supply and reliability are even more pressing concerns for Valley residents. Through 2030, the Valley's growth rate is projected to be 65 percent higher than the state average. How effectively the region accommodates growth will be an important determination of California's future. It is imperative that the region -- from San Joaquin County in the north to Kern County in the south -- work together with state and federal agencies to ensure adequate water needed to:

- Support regional economic growth
- Retain a world-class agricultural economy
- Maintain a reliable, high-quality urban water supply
- Protect and enhance our local environment.

We urge Federal legislators and the Administration to immediately take action to improve California's water supplies, while also respecting California's long-standing principles of water rights priorities. We also call on Administration officials to work with their legislative colleagues to develop and implement comprehensive plans that address water supply, reliability and affordability for 2015 and the future. A successful water plan must include additional storage. Failure to increase water supplies in California will jeopardize America's breadbasket and our state's trillion-dollar economy.

The San Joaquin Valley has been severely impacted by reductions to its water supplies used for both municipal and agricultural farming operations. As a result, there is less work for county residents resulting in double-digit unemployment, which in some areas exceeds 20 percent.

Water is the lifeblood of the San Joaquin Valley and supplies are vulnerable to sudden disruption and reoccurring droughts as is happening today. Groundwater supplies have been drawn down faster than they have been replenished; and today's infrastructures are insufficient to address water storage and conveyance needs anticipated under current and future demand.



REGIONAL POLICY COUNCIL  
**SAN JOAQUIN** Valley Voice  
CALIFORNIA

# MAP-21 Reauthorization Principles

## Request Summary:

In crafting legislation reauthorizing MAP-21, the San Joaquin Valley Policy Council recommends the following principles, with particular emphasis on maintaining and supporting federal formula funding allocations to regions.

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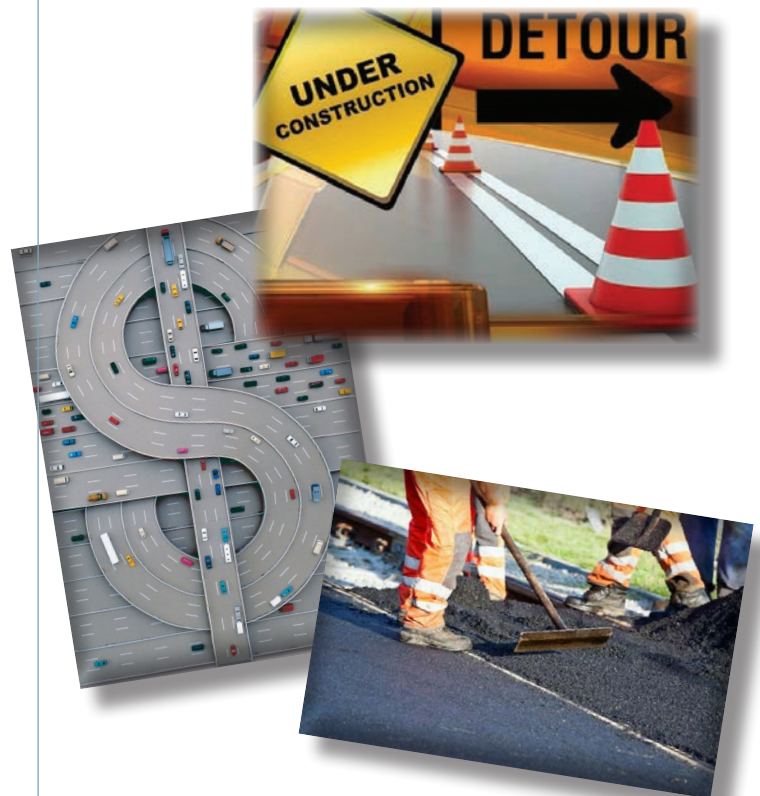
## Financing

The San Joaquin Valley Regional Policy Council supports a multi-year bill (four to six years) that would provide stability and certainty and allow for more deliberate economic investment that assures global competitiveness and job growth. The financial integrity of the Highway and Transit Trust Funds should be ensured.

The Policy Council supports provisions for a national freight program and maintaining formula funding allocations to regions. Congress should increase transportation funding to reinvest in our transportation infrastructure and provide dedicated funding to rail as part of a multi-modal bill. The federal government should also support innovative funding mechanisms including alternatives to the per-gallon gasoline tax, such as a road user charge or other user-based revenues. Congress should support providing states and regions the same flexibility in funding Interstate highway reconstruction as is already available for non-Interstate highways.

## Performance-based measures

Performance-based decision making and performance Support continued efforts to streamline and reform Federal surface transportation programs as well as







## National Highway System



efforts to streamline project delivery. This can be achieved through further opportunities for state and regional stewardship through delegation programs, increasing state and regional flexibility for using alternative project delivery methods and integrating planning, project development, review, permitting, and environmental processes to reduce delay. Support efforts to address multimodal connectivity and integration within the planning process.

### Fix it first

We should rebuild and maintain transportation infrastructure in a good state of repair. Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Priority should be given to preservation and maintenance of the existing system of roadways, bridges, transit routes, railroads, ports and airports.

Support should also be provided to replace obsolete transit and rail equipment, and to modernize transportation infrastructure to comply with Americans with Disabilities Act (ADA) requirements.



# Interregional Goods Movement support for policy and funding

## Request Summary:

1. Support a national freight program with a dedicated funding source.
2. Support recommendations from the California Freight Mobility Plan and the National Freight Advisory Committee to the Department of Transportation.
3. Support policy and funding for priority projects identified in the San Joaquin Valley Interregional Goods Movement Plan.

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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 resources out of the Valley and on to the rest of the nation.



- In 2010 goods movement-dependent industries in the San Joaquin Valley generated approximately **\$56 billion**.
- Freight volumes are projected to grow from 500 million tons in 2007 to almost 800 million tons by 2040.
- Through 2040, roughly **93 percent** of all commodity movement will be carried by truck.

The San Joaquin Valley goods movement interregional infrastructure system includes more than 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 and several existing and planned multimodal transfer facilities.





The eight San Joaquin Valley Regional Planning Agencies working in partnership with state, federal, and private stakeholders, have developed the San Joaquin Valley Interregional Goods Movement Plan which aims to improve the efficiency and reliability of the San Joaquin Valley's goods movement system through an investment plan of project improvements and strategies.

The San Joaquin Valley goods movement interregional infrastructure system includes the following:

- 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.

The prioritized list of San Joaquin Valley goods movement projects include north-south highway capacity improvements to I-5 and SR 99; east-west connectors; "first and last mile connectors"; rail improvements; port and rail economic development projects; and strategic regional programs. The Goods Movement Plan and projects are consistent with California's Freight Mobility Plan and the Valley has played an active role in the California Freight Advisory Committee.

Goods movement-dependent industries remain the foundation for many local area economies within the San Joaquin Valley. In 2010, more than 44 percent of the region's employment (564,000 jobs) was provided by goods movement-dependent industries.

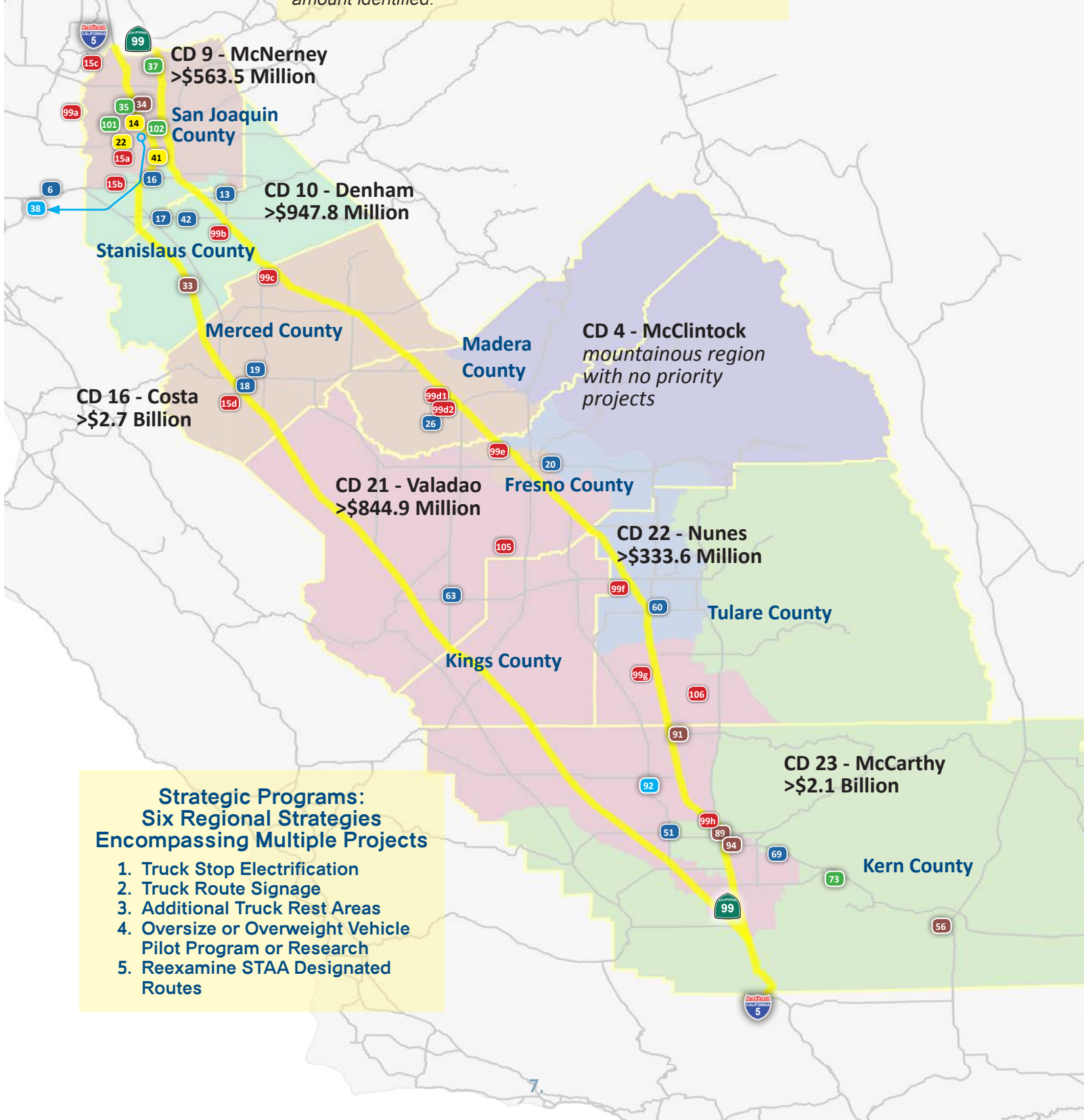
This amount is anticipated to grow by 2040 to more than 813,000 jobs provided by industries such as wholesale and retail trade, farming, manufacturing, and transportation and utilities jobs. An efficient goods movement system in the San Joaquin Valley will ensure these and additional employment opportunities are realized.



# San Joaquin Valley Interregional Goods Movement Plan

## 50 Priority Projects: TOTAL >\$5.4 Billion

*\*These are estimated costs for "Priority" projects included in the San Joaquin Valley Interregional Goods Movement Plan. Additional costs for other projects not on the priority list, or that do not have cost estimates, are not included in the total amount identified.*





## Prioritized Projects List

*In order to address the identified goods movement issues, the SJV Goods Movement study identified 50 priority projects, organized into six categories:*

### **Regional North-South Highway Capacity: Conventional capacity increases through widening, interchange improvements, and new construction.**

- 15a Widen I-5 from 1 mile north of SR 12 to SJ County Line
- 15b Widen I-5 between SR 120 and I-205
- 15c Widen I-5 from 4 to 6 lanes from the San Joaquin County Line to Sperry Ave
- 15d Widen I-5 between Kings County and Merced County lines
- 99a Widen SR 99 French Camp Rd to Mariposa Rd from 6 to 8 lanes, improve interchanges
- 99b Widen SR 99 from 6 to 8 lanes in Stanislaus County
- 99c Widen SR 99 from 4 to 6 lanes in Merced County
- 99d1 Widen SR 99 from 4 to 6 lanes from Avenue 7 to Avenue 12
- 99d2 Widen SR 99 from 4 to 6 lanes from Avenue 12 to 17
- 99e Widen SR 99 from 6 to 8 lanes from Central Avenue to Bullard Avenue
- 99f Widen SR 99 from 4 to 6 lanes from SR 137 to SR 198
- 99g Widen SR 99 from 4 to 6 lanes from Kern Co. Line to Prosperity Avenue
- 99h Widen SR 99 from Beardsley Canal to 7th Standard Road
- 106 Widen SR 65 in Tulare County- SR 190 to County Line

### **East-West Connectors: Conventional capacity increases through widening, interchange improvements, and new construction.**

- 6 I-580 WB Truck climbing lane
- 13 North County Corridor New Interregional Expressway from SR 99 to SR 120/108
- 16 Widen SR 120 between I-5 and SR 99, new interchange at SR 99/SR 120
- 17 Widen SR 132 connecting SR 99 and I-580
- 18 SR 152 Bypass around the City of Los Banos
- 19 Widen SR 152 between SR 99 and U.S. 101
- 20 Widen SR 180 to 4 Lane Expressway Trimmer Avenue to Frankwood Avenue
- 26 Widen SR 12 from I-5 to SR 99
- 42 Construct New Route: SR 132 West Freeway project from SR 99 to I-580
- 51 Centennial Corridor SR 58 Upgrade I-5 to SR 99 and east
- 60 Widen SR 137 between Lindsay and Tulare
- 63 Widen SR 198 from 2 to 4 lanes from LNAS to I-5
- 69 Add SR 58 capacity east of Bakersfield (near Sandpatch grade)
- 105 Widen SR 41 to a 4 lane expressway – King County Line to Elkhorn Ave.

### **Local “Last Mile” Connectors: Conventional capacity increases through widening, interchange improvements, and new construction.**

- 14 Port of Stockton Highway Access Improvements, Widen Navy Drive from 2 to 4 Lanes (Washington St. to Fresno Avenue)
- 22 SR 4 Extension (Cross-town Freeway) to the Port of Stockton – Phase II. New alignment from Navy Drive to Charter Way
- 41 Improve Roth Road connection between UP Lathrop Yard and SR 99 (Widen from 2 to 4 lanes)

### **Modal Capacity for Expected Flows: Rail and highway capacity increases to accommodate specific expected increases in existing freight flows.**

- 35 CCT Port of Stockton West Complex Trackage
- 37 CCT Lodi Branch Upgrade
- 73 New SR 58 Truck Weight Station
- 101 CCT New Trackage at Port of Stockton East Complex
- 102 New connection at Stockton Tower between UP and CCT

### **Contingent Economic Development Opportunities: Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows.**

- 33 Crows Landing Industrial Business Park and Airport Facility
- 34 CCT Rail Upgrade (for new aggregates business)
- 56 Mojave Airport Rail Access Improvements
- 89 SJVR -Short-Line Rail Improvements
- 91 Expansion of RailEx Facility at Delano
- 94 SJVR Expand Bakersfield Yard Capacity

### **Inland Ports: Goods movement and economic development initiatives requiring both capital investment and operating subsidies.**

- 38 Altamont Pass Rail Corridor / SJV Rail Shuttle (CIRIS)
- 92 Shafter Inland Port Phase II and III



# Continued Funding for Bridge Replacement and Rehabilitation

## Request Summary:

Continue bridge replacement and rehabilitation funding through the Surface Transportation Program, and include “off-system” bridges.



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Bridge maintenance and rehabilitation is a growing national problem and is especially troublesome in California. In 2012, FHWA reported that California had 2,306 structurally deficient non-NHS bridges, covering 2,155,168 square miles. Eleven Bridges were replaced in 2012. Estimates range from \$3.7 trillion to replace all structurally deficient, non-highway system bridges in California to \$2.5 trillion to repair them.

Considering declining gas tax revenues for transportation and other budget woes, securing the money to repair or replace thousands of bridges, while fixing the other parts of our aging highway and transit networks, is a critical national issue. The maintenance backlog will only grow as bridges age and costs rise. The Federal Highway Administration estimates that repairing the nation's deficient bridges would cost a staggering \$76 trillion. This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate system – near the end of their expected lifespan.

MAP-21 eliminated a dedicated fund for bridge repair. Instead, states are directed to set standards that they expect to meet for repair but with limited enforcement in case of failure. Bridge repair now must compete with other transportation needs. At the same time, MAP-21 reduced access to funds for the nearly 90 percent of structurally deficient bridges that are not part of the National Highway System (the interstates plus larger state highways).

In the San Joaquin Valley, funding for bridge replacement and rehabilitation is a high-priority. Combined, the eight SJV counties contain more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7 percent.

We want to encourage a stable, long term funding source dedicated to bridge maintenance and repair in future transportation bills that would include off-system bridges as well.

The San Joaquin Valley is California's top agricultural producing region, growing more than 250 unique crops and much of the Nation's fruits, vegetables, and nuts. California is the nation's leading dairy state, with three-quarters of its dairy cows located in the Valley. The annual gross value of agricultural production in the Valley is more than \$35 billion. Moving these products from farm to market requires a significant transportation infrastructure. The current infrastructure is in dire need of maintenance and rehabilitation in order to be viable both today, and in the future.



# National Freight Program and Revenue Source

## Request Summary:

Support DRIVE Act provisions for National Freight Program that provides \$2 billion per year over its six-year lifetime through a combination of the following revenue increases:

Revenue Stream	Revenue Increase	Estimated Annual Yield (in millions)	Estimated Five-Year Yield (in millions)
Container Tax	\$2 per TEU	\$842	\$5,052
Freight charge (all modes)	\$.02 per ton	\$360	\$2,160
Oil Lease Royalties (partial dedication)	6.5% of GF revenues	\$357.5	\$2,145
Customs Revenues (partial dedication)	1% of receipts	\$357	\$2,142
Tire Tax on Trucks (increase)	20% increase	\$86	\$516
<b>TOTAL</b>		<b>\$2,002.5</b>	<b>\$12,015</b>



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The San Joaquin Valley continues to experience increasingly heavier truck traffic on State Route 99 and Interstate 5 along with multiple east-west freeways through all eight counties. As representatives of a growing logistical hub, the SJV Policy Council agrees with Administration and Senate proposals to establish a

national freight program that would include both formula shares and incentive grant programs to states designed to improve the efficiency and reliability of freight movement in the United States.

Under the DRIVE Act, states would be required to establish a Freight Advisory Committee and Freight Plan to obligate federally apportioned funds. California has been a leader on both of these fronts and will compete favorably with other states under this model. In addition, rural projects would receive no less than 20 percent of amounts made available in a fiscal year.

The state is further poised to compete well for corridors on the proposed 27,000-mile national highway freight network, consisting of the Primary Highway Freight Network, Critical Rural Freight Corridors and National Highway System Intermodal Connectors, among others.

As stated on page 7 under the Bridge Replacement priority, the San Joaquin Valley is California's top agricultural producing region, growing more than 250 unique crops and much of the Nation's fruits, vegetables, and nuts. California is the nation's leading dairy state, with three-quarters of its dairy cows located in the Valley. The annual gross value of agricultural production in the Valley is more than \$35 billion. As a growing logistical hub for agriculture and numerous distribution centers, the Valley's freight growth is projected to outpace its population over the next two decades. Given California's focus as a leader in reducing greenhouse gas emissions and the resulting reductions in vehicle miles traveled, consensus in the transportation industry suggests future operational and capital expansion will focus on freight corridors first and foremost.

# Clean Air Act Modernization

## Request Summary:

The Clean Air Act was last amended in 1990. Over the last 25 years, local, state, and federal agencies and affected stakeholders have learned important lessons from implementing the law and it is clear now that a number of well-intentioned provisions in the Act are leading to unintended consequences. This experience can inform efforts to enhance the Clean Air Act with much needed modernization.



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**Problem:** Every five years the Clean Air Act requires that EPA review and update air quality standards. The transition between standards is chaotic and leads to a number of overlapping plans with different milestones and attainment dates. In the Valley, there are currently 6 active air plans (1 for a revoked standard) and over the next 2 years 4 new plans must be developed.

**Solution:** When a new standard is published, the old standard for that pollutant should be subsumed. States should be allowed to develop a single attainment plan that harmonizes increments of progress and other milestones without allowing for any rollback or backsliding.

**Problem:** Mobile and stationary sources throughout the nation have now been subject to multiple generations of technology forcing regulations that have achieved significant air quality benefits. Meeting the new standards that approach background concentrations call for transformative measures that require time to develop and implement. These transformative measures require new technologies that in many cases are not yet commercially available or even conceived. The formula-based deadlines and milestones that were prescribed in the Act 25 years ago now lead to mandates that are impossible to meet.

**Solution:** In establishing deadlines and milestones, the Act should be amended to require control measures that lead to the most expeditious attainment of health based standards while taking into account technological and economic feasibility.

**Problem:** The Act as it relates to the demonstration of Reasonable Further Progress or Rate of Progress treats all precursors the same, regardless of their potency in harming public health or achieving attainment.

**Solution:** The Act should be amended to allow states to focus efforts on meeting new standards in the most expeditious fashion through deployment of scarce resources in a manner that provides the utmost benefit to public health.

**Problem:** Requiring contingency measures in extreme nonattainment areas is irrational and unnecessary. These areas, by definition, have already implemented all available and foreseeable measures and still need a "black box" of future measures to define and employ.

**Solution:** We recommend that the Act be amended to eliminate the requirement for contingency measures in areas classified as "extreme" non-attainment by EPA.

**Problem:** The Act requirements for severe and extreme ozone nonattainment areas to address vehicle-related emissions growth must be clarified.

**Solution:** The Act should be amended to allow states to take credit for all transportation control measures and strategies and not punish areas that have implemented transportation control measures and strategies that have achieved early reductions in emissions.



# California's San Joaquin Valley

## Regional and Transportation Infrastructure Profile

### THE REGION:

The San Joaquin Valley of California lies between the Sierra Nevada Mountains to the east, the Tehachapi Mountains to the south, the Coastal Ranges to the west and the Sacramento Valley to the north. Although most of the Valley is rural and economically driven by agriculture, there is a significant segment of the population that resides in urban cities, 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, a major goods movement state highway connecting southern California to Northern California through the major cities of the San Joaquin Valley's counties, is also known as the backbone of California.

The San Joaquin Valley is divided into eight (8) counties that include a total of 62 cities that work together on regional issues of mutual importance and share 31,420 publicly maintained road miles, 18.32% of the total 174,991 publicly maintained road miles in California. This public road system accommodates 98,748 average daily vehicle miles traveled, 10.95% of California's 901,847 total daily vehicle miles traveled (source: Caltrans 2013 California Public Road Data Report). Due to its location in the center of the state, the valley is a major transportation corridor between large California cities and for goods going to and from western sea ports.

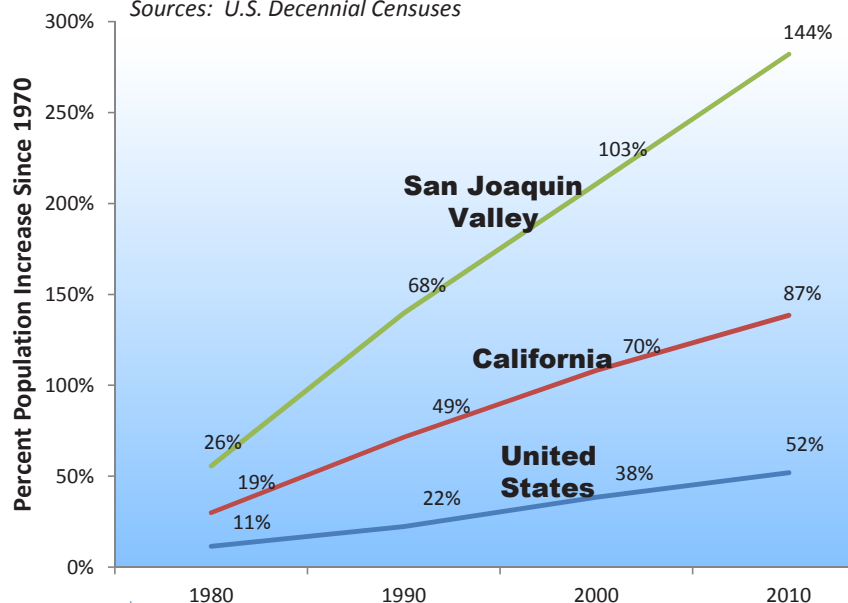
The San Joaquin Valley is home to a very diverse population of over 4 million people and is the third largest region in California, with a growing population projected to double in the next 45 years. Some key facts about the Valley include:

- The Valley is the most productive agricultural region in the world and supports significant exports of agricultural goods all over the world. Crop values last year (2013) was \$35 billion.
- Millions of tourists visit the Valley on their way to the three national parks and three national monuments each year.

- Five universities and dozens of community colleges are located in the San Joaquin Valley.
- Five important military bases call the eight-county region home.
- The Valley is a major producer of energy, including a fast growing solar energy sector.

### SJV Population Increase Since 1970

Sources: U.S. Decennial Censuses



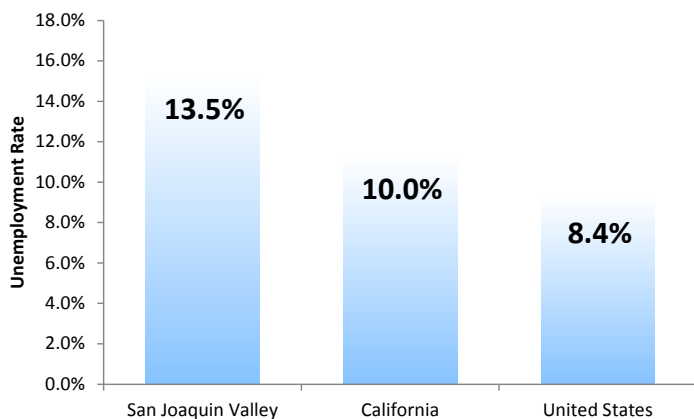
### THE CHALLENGES:

Even though the San Joaquin Valley plays a major economic role in the state and nation, especially when it comes to agriculture and transportation, it continues to suffer from significant economic and environmental challenges. Some key challenges include:

- Demographics reflecting a low income, and low educational attainment that contribute to the worst rate of unemployment in the nation
- Weather and topography create an ideal setting for retention of pollutants, causing extreme levels of air pollution, and are compounded by significant levels of water and ground water pollution
- Transportation deterioration and decay caused by a lack of sufficient transportation investment to keep up with surging population and economic development potential



### SJV Unemployment Rate



### THE REGION:

The San Joaquin Valley of California lies between the Sierra Nevada Mountains to the east, the Tehachapi Mountains to the south, the Coastal Ranges to the west and the Sacramento Valley to the north. Although most of the Valley is rural and economically driven by agriculture, there is a significant segment of the population that resides in urban cities, most of which are along the major transportation corridors.

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# Valley Voice Delegation Contact Information

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