



San Joaquin Regional Policy Council
VALLEY VOICE SACRAMENTO

MARCH 2021



ABOUT US

- 11 years of regional advocacy in Washington D.C. and Sacramento.
- Partnership that exemplifies the regional transportation planning agencies' commitment to collaboratively address regional issues, challenges and opportunities.
- 17 members from eight regional planning agencies' boards and the air district.



Supervisor Robert Poythress
Madera County

**Chair of the San Joaquin Valley Regional
Planning Agencies Policy Council**

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Dennis Townsend, Supervisor Tulare County

Rudy Mendoza, Mayor City of Woodlake – VICE CHAIR

Linda Launer, Council Member City of Dinuba (Alternate)

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Zack Scrivner, Supervisor Kern County

Bob Smith, Council Member City of Bakersfield

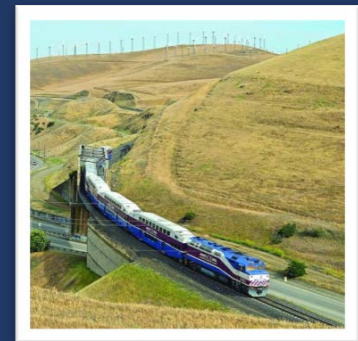
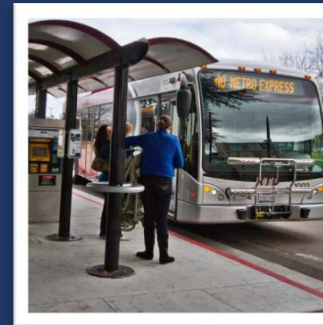
Cathy Prout, Council Member City of Shafter (Alternate)

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL

Samir Sheikh, Executive Director

REGIONAL PRIORITIES

1. Build out the system to maximize previous investments
2. Pragmatically address air quality and mobility goals through operational improvements
3. Transit funding reform
4. Enhance passenger rail infrastructure and service





REGIONAL PRIORITY

1. BUILD OUT THE SYSTEM TO MAXIMIZE PREVIOUS INVESTMENTS

GOAL

Aggressively pursue funds through the State budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement.

STRATEGY

- Complete the State highway network in our region. The Policy Council will remain diligent in competing for additional state funds, including COVID-relief stimulus, to complete gap closures to improve safety, congestion management, and goods movement projects. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans adopted State Route 99 Business Plan, and addressing east-west connector routes such as Highways 41, 46, 120, 132, 198 and Interstate 205.
- Maintain funding eligibility for highway capacity projects to receive state funding. This includes the SB 1 competitive programs, as well as other state grant programs such as the State Transportation Improvement Program.

REGIONAL PRIORITY

BUILD OUT THE SYSTEM TO MAXIMIZE PREVIOUS INVESTMENTS

Highway 99 rated deadliest in nation, study says

Highway 99 in the Central Valley is the deadliest major highway in the country, according to an analysis released Thursday.

The 400-mile highway that runs through the centers of Sacramento, Stockton, Modesto and other valley cities recorded 12 fatal accidents per 100 miles over a recent five-year span.

Read more here:
<http://www.sacbee.com/news/local/article108027872.html#storylink=cpy>



State Route 99 Voted 'Most Dangerous U.S. Road'

State Route 99 Voted 'Most Dangerous U.S. Road'

State Route 99 (SR-99) in California has been voted the most dangerous road in the U.S. Figures show that for every hundred miles, thirty four lives are lost.

As a result, drivers using this route are being warned to drive with extra care, and authorities are implementing new safety features to keep the road as safe as possible.





REGIONAL PRIORITY

2. PRAGMATICALLY ADDRESS AIR QUALITY AND MOBILITY GOALS THROUGH OPERATIONAL IMPROVEMENTS

GOAL

Continue to partner with the State of California to implement innovative and strategic initiatives to meet air quality goals.

STRATEGY

- Electric Zero Emission Vehicles and Infrastructure - Governor Newsom's FY 2020-21 January Budget proposes \$1 billion in zero-emission vehicle infrastructure and \$465 million in rebates for ZEV purchases. The San Joaquin Valley needs a region-wide initiative to support this effort so that the residents of our disadvantaged communities can afford the cost of electric vehicles and have access to electric vehicle charging stations.
- Create greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, given that thousands commute from the Valley into the Bay Area and LA Basin on a daily basis. Increase broadband access and other incentives to encourage telecommuting.
- Support movement of freight by rail to ease congestion and enhance safety.
- Provide adequate funding to replace heavy duty equipment.



REGIONAL PRIORITY

3. TRANSIT FUNDING REFORM

GOAL

Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.

STRATEGY

The Policy Council will continue to monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.

REGIONAL PRIORITY

4. ENHANCE PASSENGER RAIL INFRASTRUCTURE AND SERVICE

GOAL

- Provide enhanced passenger rail service connecting the Valley to the Bay Area and Southern California.
- Maintain and increase funding for commuter and intercity passenger rail for High Speed Rail, and Ace/San Joaquins. Pursue funding opportunities made available through CalSTA.



STRATEGY

The Policy Council supports increases in funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program in support of all passenger rail in the San Joaquin Valley.



Thank You!



San Joaquin Valley Regional Planning Agencies Policy Council

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