

San Joaquin Valley
**REGIONAL
PRIORITIES
2020**



REGIONAL POLICY COUNCIL
SAN JOAQUIN
Valley Voice
SACRAMENTO

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About California's San Joaquin Valley

California's San Joaquin Valley is comprised of eight counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern) and 62 cities. It 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 San Joaquin Valley is an agricultural based economy and provides 25 percent of the nation's food supply.

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 contains major transportation corridors for goods movement in California, and throughout the United States. Over 500 million tons of commodities are transported in the San Joaquin Valley annually; projected to increase to 800 million tons by 2040.

The Valley is currently home to more than four million people, which is about 10 percent 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.

San Joaquin Valley Regional Policy Council



The San Joaquin Valley Regional Policy Council was established to provide leadership on important regional issues, and is a partnership that exemplifies the regional transportation planning agencies' commitment to collaboration. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Director of the San Joaquin Valley Air Pollution Control District.

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.

The San Joaquin Valley Regional Policy Council is led by Chair Chuck Winn, Supervisor, San Joaquin County.



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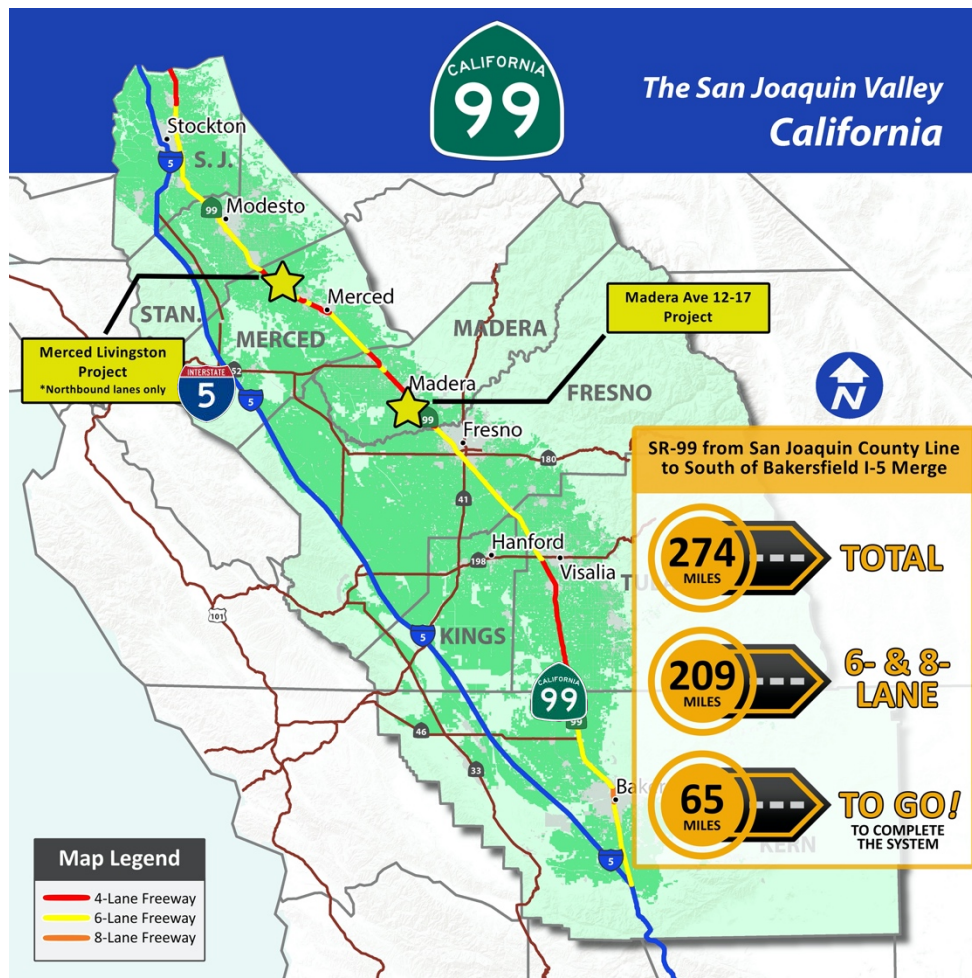
GOODS MOVEMENT

SR 99, SB 1 Funding

The San Joaquin Valley (SJV) is California’s geographic and agricultural production center, generating more than \$35 billion every year in nuts, milk, citrus, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in national and international processed food and energy distribution, and has a burgeoning logistics and distribution industry.

State Route 99: The San Joaquin Valley is the heart of California’s transportation system, and is a major economic generator within California. A significant majority—roughly 92 percent— of its commodities are transported by truck, primarily using State Route 99, Interstate 5 and other major east-west corridors. State Route 99 is consistently identified as one of the most dangerous and fatal highways in the nation. One of the major safety factors is capacity flows around the bottleneck areas, where freeway lanes go from three to two lanes in multiple locations across the region.

SB 1 Funding: The eight San Joaquin Valley Counties seek to secure funding through the various competitive programs, such as the Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors (SCC), and Trade Corridor Enhancement Program (TCEP) for regional improvements throughout the Valley.



REQUEST

SUPPORT SAN JOAQUIN VALLEY TCEP PROJECT FUNDING APPLICATIONS:

San Joaquin Regional Rail Commission – Stockton Diamond Grade Separation

This rail intersection is currently a choke point for freight movement in the area, which limits the number of passenger rail trips that can pass through daily. The project would construct track connections and grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing. Completion of this project would improve the flow of freight through the area, and allow for an increased number of regional passenger rail trains to pass.



City of Tracy – Valley Gateway Project

Project includes the reconstruction of the I-580 / International Parkway & I-205 / Mountain House Parkway interchanges, widen International Parkway between the two interchanges, and the reconstruction of the Delta- Mendota Canal bridge & California Aqueduct bridge. The proposed improvements will promote efficient goods movement, alleviate traffic congestion, improve safety, and are consistent with plans to maintain transportation facilities in a state of good repair. These improvements will help promote job growth and boost the agricultural economy in this disadvantaged rural area. The project complements the growth of fulfillment centers, distribution centers, and warehousing in the project area.



Kern County – State Route 46

SR 46 Segment 4 is a safety widening improvement to a rural 5.3-mile segment of 2-lane conventional highway including intersection improvements in the disadvantaged community of Lost Hills. This is the final gap segment in a 33-mile long gateway corridor for the Valley and includes bike/pedestrian enhancements and eliminates slow truck cross traffic. The project connects the Salinas Valley agricultural region and the world’s largest almond processing facility to the Union Pacific Cold Connect intermodal rail facility in Delano and the Shafter Wonderful Industrial Park’s container yard and planned BNSF intermodal rail hub for the region. The corridor is identified on the federal strategic highway network and is designated as high emphasis East-West focus route in the Caltrans Interregional Transportation Strategic Plan. Trucks compose more than 28% of the traffic on this route and has seen more than 60 deaths since 2006. We currently expect portions of segment 4 to advance to construction this year using a federal BUILD grant, with the remaining segment requiring future TCEP/STIP funding to close this final gap in Kern.



Tulare County – State Route 99

Completing the project for a 10-mile segment of SR 99 in Tulare County, converting temporary lanes to permanent ones. Project will reduce congestion and improve safety along one of the State's busiest goods movement corridors and connect the rest of the nation and world with the nation’s most significant agricultural regions. When considering average fatalities per mile, this is the most dangerous section of the most dangerous highway in the nation. These improvements will go a long way toward alleviating that.



PASSENGER RAIL

ACE/San Joaquins/High Speed Rail

Additional investment in passenger rail service is an effective way of reducing greenhouse gas emissions, increasing mobility options, and reducing vehicle miles. With more than five million annual passengers, California has more than 20 percent of all the nation’s intercity riders. In FY 17-18, the Amtrak San Joaquins service carried more than 1.1 million passengers, and 1.5 million passengers boarded the Altamont Corridor Express. Improving California’s Intercity Passenger Rail Program will result in more jobs, better air quality, less automobile use, improved public safety, more transportation choices, and more sustainable communities.

Hybrid Locomotive and Technologies Pilot: The San Joaquin Regional Rail Commission (SJRRRC) and San Joaquin Joint Powers Authority (SJJPA) submitted a joint application for the State’s 2020 Transit and Intercity Rail Capital Program (TIRCP). SJRRRC and SJJPA applied for funding to study the potential of utilizing new technologies that will help reduce the energy consumption and greenhouse gas emissions of the ACE and San Joaquins locomotives and multiple unit trainsets which could be used by ACE, San Joaquins and Valley Link services.

REQUEST

Support SJJPA/SJRRRC TIRCP 2020 grant application for a hybrid locomotive pilot, and the SJRRRC/SJJPA/TVSJVRRRA hybrid technology study.

High-Speed Rail: Completing the Merced-Fresno-Bakersfield High-Speed Rail Initial Operating Segment represents a significant infrastructure investment in the San Joaquin Valley that will enhance connectivity, reduce travel times, improve air quality and link the economic prosperity of the rest of California to the San Joaquin Valley.

REQUEST

Support the governor’s plan and CHSRA’s 2020 Draft Business Plan recommendation to pursue, and complete without diverting funds to southern California, the Merced-Fresno-Bakersfield interim operating segment, with stations at Madera and Kings/Tulare to provide high-speed rail service to Californians.



CALIFORNIA CLIMATE GOALS

Green House Gas Emission Reductions, Climate Investment Program

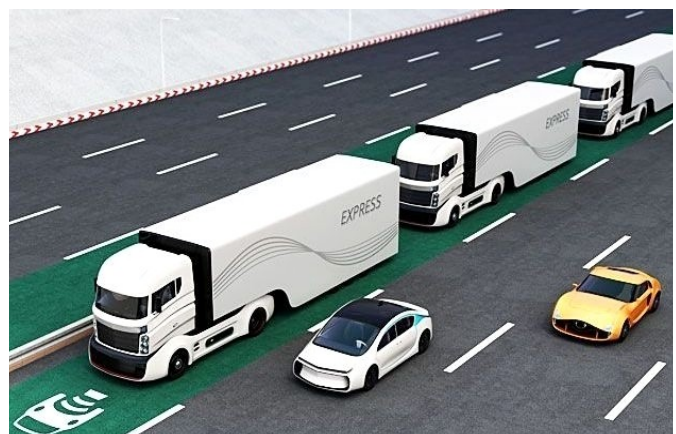
The San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) support California’s climate goals and are deeply committed to improvements to passenger and freight rail systems, greenhouse gas emissions reductions, reducing vehicle miles traveled, and improving walking, biking and other modes of transportation. We support transportation investments aligned with housing and economic development. We simultaneously support completing the State Route 99 highway system, and are committed to working with the State to find realistic solutions for addressing declining transit ridership and barriers to high-density housing in our communities.

We have recently launched a pilot program to establish an electric-vehicle car-sharing program in rural disadvantaged communities, and are partnering with the Institute of Transportation Studies at UC Davis for an autonomous electric truck pilot for Interstate 5. These are just two examples of the many programs and projects the Valley is implementing to reduce fossil fuel consumption and greenhouse gas emissions in the transportation sector.

Achieving reductions in vehicle miles traveled amid rapid expansion and growth in our region continues to be a major policy discussion as we work to implement the goals of the Climate Investment Program. We continue to welcome coordination and dialogue with the Air Resources Board, Strategic Growth Council, Housing and Community Development, California Transportation Commission and other State partners to address this topic.

REQUEST

- Consider regional allocations of climate investment funding by air quality status and disadvantaged community status.
- Encourage job creation within the San Joaquin Valley to reduce vehicle miles travelled to and from other neighboring regions.
- Provide incentives for region wide electric-vehicle charging stations and electric-vehicle car purchases.
- Recognize and work with the San Joaquin Valley to implement strategies to achieve greenhouse gas reductions that are unique to the land use patterns, demographics and economics of the Valley.



AIR QUALITY

The San Joaquin Valley has made significant clean air investments and progress through the implementation of multiple clean air attainment plans and stringent regulations. However, in addition to stringent regulatory measures, funding is necessary to further reduce air pollution and expedite public health benefits and attainment of the federal standards through incentive-based measures, particularly with respect to mobile sources that now make up over 85 percent of the Valley’s remaining air pollution. The Valley’s recently adopted PM2.5 plan includes a wide range of aggressive regulatory and incentive-based measures to be implemented by both the District and California Air Resources Board (CARB), including several incentive-based mobile source control measure commitments by CARB to significantly accelerate the deployment of new clean vehicles, equipment, and technologies across a variety of sectors. Implementing these new measures will require \$5 billion of new incentive funding investment between now and the federal attainment deadline of 2024.

The San Joaquin Valley has been a leader and pioneer in the utilization of incentive grants to achieve voluntary emissions reductions from mobile sources. These grants have helped thousands of agricultural, trucking, and other businesses in the San Joaquin Valley acquire new, low-emitting trucks, tractors, and other equipment, spurring major local public and private investment in new equipment that would otherwise not be occurring. In addition to providing for significant air quality and public health benefits, these programs also provide for substantial investment and economic benefits across the agricultural, manufacturing, food processing, logistics, and other sectors, leading to job growth and improved quality of life for the Valley’s disadvantaged communities.

REQUEST

- Allocate \$193 million in funding to the “Funding Agricultural Replacement Measures for Emission Reductions Program” (FARMER). These funds will assist the San Joaquin Valley in reducing emissions from 12,000 heavy duty tractors by 2025.
- Allocate \$250 million in funding statewide for the “Community Air Protection Program”. These funds will allow the San Joaquin Valley to meet the State’s commitment to reduce emissions from heavy duty diesel trucks and other diesel fleets.



HOUSING PLANNING AND PRODUCTION

The San Joaquin Valley is experiencing an affordable housing crisis on par with the other larger metropolitan areas of California. A disproportionate number of San Joaquin Valley residents live in poverty, in rural disadvantaged communities, and in substandard housing when compared to other regions of California. Similarly, the amount of personal income expended on housing and transportation by our residents is higher when compared to the coastal regions of California.

Recently, the Local Government Planning Support Grants Program (AB 101) was established to provide regions and jurisdictions with one-time funding, including grants for planning activities, to help them meet the sixth cycle of the Regional Housing Needs Assessment and to spur affordable housing production.

The San Joaquin Valley is committed to implementing this and other program funding and strategies to address the housing crisis.

REQUEST

- Work with valley MPOs to create a fair, transparent and strategically viable regional housing needs allocation (RHNA) process for the upcoming sixth cycle.
- Allow maximum flexibility and utility of AB 101 funding, including using funds for affordable housing production.
- Support additional funding for higher-density, moderate-income housing, and funding set-asides for extremely disadvantaged regions of the San Joaquin Valley.
- Reduce the local funding commitment requirements in the AHSC and other state housing programs.
- Find a solution to the construction defect liability insurance issue for condominium construction. The lack of condominium construction in the San Joaquin Valley adversely impacts housing density and affordable housing options.



WATER RELIABILITY, QUALITY AND SUPPLY

The San Joaquin Valley’s growth rate is projected to be 65 percent higher than the state average within the next 15 years. The effects of a diminished food supply due to the unreliable 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. Many small disadvantaged communities throughout the San Joaquin Valley have water quality that does not meet Federal and State clean drinking standards and can’t afford costly water system upgrades.

The 2014 State Groundwater Management Act (SGMA) is expected to force the retirement of at least 534,760 acres of San Joaquin Valley farmland by 2040. It will also eliminate at least 12,700 jobs. The annual financial cost to Valley agriculture:

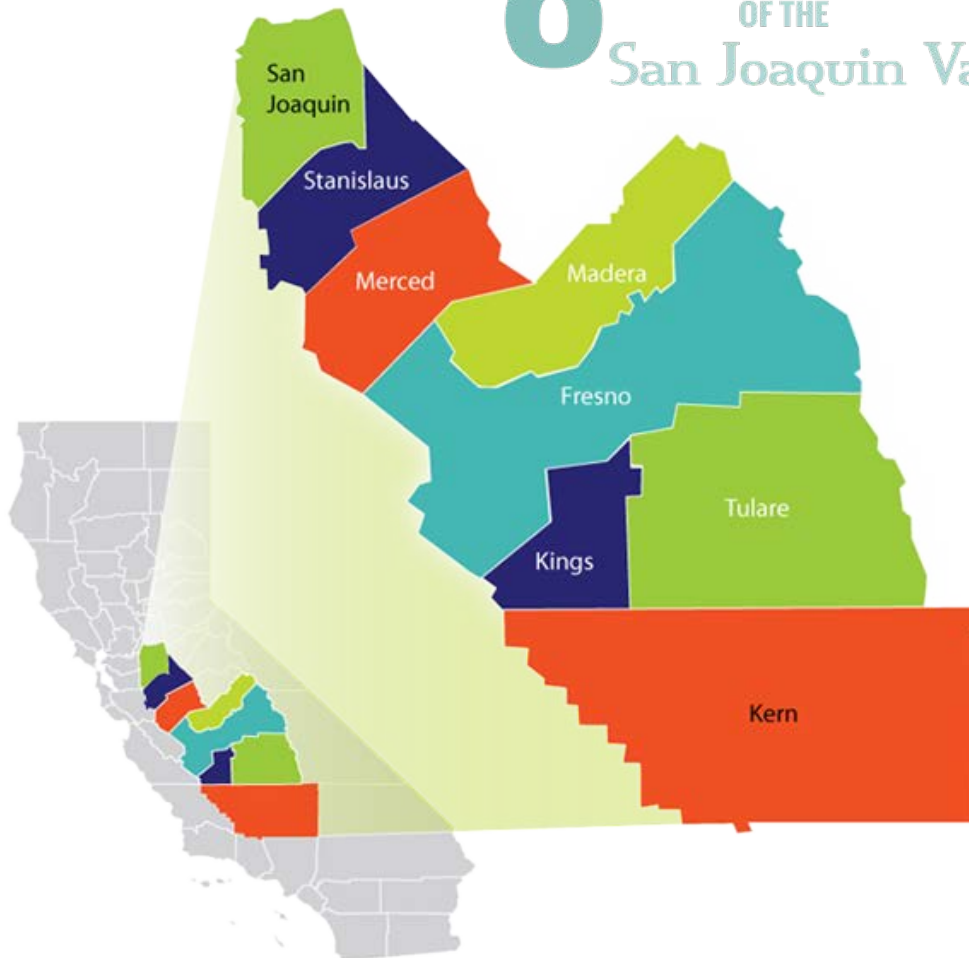
Annual Financial Cost to Valley from SGMA	
Industry	Minimal trading
Crops	\$956 Million
Dairy and Livestock	\$1.662 Billion
Food Processing	\$1.784 Billion

REQUEST

- 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.
- Support Temperance Flat Reservoir, and other water storage projects, to increase water supply for the region.
- Amend the groundwater sustainability act to allow for greater recharge capacity.
- Support proposed water resiliency bond for safe drinking water, drought preparation, wildfire prevention, and climate resilience.
- Mitigate the negative effects of biological opinions on water supply from the Delta.



BRINGING TOGETHER THE 8 COUNTIES OF THE San Joaquin Valley



VALLEY VOICE PARTICIPATING AGENCIES



2020 VALLEY VOICE DELEGATION

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