



# San Joaquin Valley Regional Planning Agencies Policy Council

## Valley Voice D.C. Pre-Trip Planning Meeting

Friday, August 23, 2024  
9:00 a.m.

Members of the Policy Council may participate via video teleconference at the following locations:

**Fresno Council of Governments**

2035 Tulare Street, Suite 201  
Fresno, CA 93721

**Madera County Transportation Commission**

2001 Howard Road., Suite 201  
Madera, CA 93637

**Stanislaus Council of Governments**

1111 I Steet, Suite 308  
Modesto, CA 95354

**Kern Council of Governments**

1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301

**Merced County Association of Governments**

369 W. 18<sup>th</sup> Street  
Merced, CA 95340

**Stanislaus County**

1010 10<sup>th</sup> Street, 6<sup>th</sup> Floor Lobby  
Modesto, CA 95354

**Kings County Association of Governments**

339 W. D Steet, Suite B  
Lemoore, CA 93245

**San Joaquin Council of Governments**

555 E. Weber Avenue, Suite 400  
Stockton, CA 95202

**Tulare County Association of Governments**

210 N. Church Street, Suite B  
Visalia, CA 93291

Public members may participate at any of the above locations or remotely via Zoom. Please contact Georgiena Vivian at (559) 259-9257 or [gvivian@vrpatechnologies.com](mailto:gvivian@vrpatechnologies.com) prior to the meeting to determine which physical locations will be utilized.

### Zoom Meeting Information

<https://us06web.zoom.us/j/84945287903>

Meeting ID: Meeting ID: 849 4528 7903

Phone only: 1 (669) 444-9171

**A. CALL TO ORDER**

**B. ROLL CALL**

**C. DISCUSSION ITEMS**

1. Valley Voice D.C., September 10-11, 2024
  - a. Discuss trip itinerary and review legislative priorities
  - b. Solicit volunteers for speaking assignments
    - 1) Highway Projects
    - 2) Transit/Multimodal Projects

**Chair McDaniel**

**Georgiena Vivian**

**Jen Covino**

**Enclosure**



Georgiena Vivian, Coordinator  
 (559) 259-9257

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 (559) 233-9645

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<http://sjvcogs.org>

Chair  
Supervisor Daron McDaniel  
Merced County

Vice Chair  
Supervisor Vito Chiesa  
Stanislaus County

San Joaquin  
Council of  
Governments

Tulare County  
Association of  
Governments

Fresno  
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Kern  
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Kings County  
Association of  
Governments

Madera County  
Transportation  
Commission

Merced County  
Association of  
Governments

Stanislaus  
Council of  
Governments

San Joaquin Valley  
Air Pollution  
Control District

San Joaquin  
Joint Powers  
Authority

**DISCUSSION ITEMS (continued)**

- 3) Rail Projects
- 4) Air Quality
- 5) FY 2025 Budget and Appropriations
- 6) IIJA/IRA Implementations
- 7) Reauthorization Principles
- 8) Reauthorization or Farm Bill Principles

**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. Public Comment will be allowed during the Discussion Items above.

**E. ADJOURN**

**Americans with Disabilities Act (ADA) Accommodations** – The public meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies Coordinator, Georgiena Vivian, at (559) 259-9257, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting.

**DRAFT  
Valley Voice  
Federal Platform  
September 2024**

## **Highway Projects**

The San Joaquin Valley alone generates 25 percent of the nation's agricultural products. A burgeoning logistics sector has emerged in recent years, facilitating goods movement from maritime ports along the West Coast to inland ports and market destinations. Safe and efficient goods movement corridors are critical to ensure supply chain reliability as freight is expected to exceed 500 million tons annually by 2040.

The Regional Planning Agencies work in close consultation with federal and state partners to prioritize investments in State Route (SR) 99, ensuring safety and enhancing the Valley's economic backbone that supports transporting its goods and people. Our delegation supports requests seeking federal funding to support planning, design, and construction of key segments and connections that have been identified as regional priorities to fully modernize the corridor.

These requests are critical to maintain a state of good repair and improve travel and goods movement along SR 99:

Completing the SR58/99 National Freight Network Interchange to Protect Local Neighborhoods  
Kern Council of Governments  
Bakersfield, California

The Kern Council of Governments (KernCOG) has a pending request of \$25 million to the U.S. Department of Transportation (DOT) seeking assistance through the Infrastructure for Rebuilding America (INFRA) Grant Program under the Fiscal Year (FY) 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG) to construct a direct connector ramp, from southbound SR 99 to westbound SR 58, completing the final missing movement to this National Highway Freight Network (NHFN) freeway to freeway interchange on the SR 58 corridor connecting Interstate (I)-40 to I-5.

South Fresno State Route 99 Corridor Project  
Fresno Council of Governments  
Fresno, California

The Fresno Council of Governments (FresnoCOG) has a pending request of \$25 million to DOT seeking assistance through the FY 2025 and 2026 INFRA Grant Program to replace a non-standard, split interchange at North/Cedar Avenues and a non-standard, half-interchange at American Avenue with project components to replace two aged overcrossings, realign and widen ramps, eliminate isolated ramps, install signalized intersections, provide sidewalk and bicycle facilities and electric-vehicle (EV) charging stations, install a sound barrier to mitigate traffic noise, and replace and rehabilitate existing pavement.

Madera 41 South Expressway Project

Madera County  
Madera County, California

Madera County has a pending request of \$20 million to DOT through the Rural Surface Transportation (Rural) Grant Program under the FY 2025 and 2026 MPDG to upgrade a 4.5-mile segment of State Route (SR) 41 in the Central Valley from a two-lane roadway alignment to a four-lane limited access, divided expressway.

Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvements Project  
Tulare County Association of Governments and Caltrans  
Tulare, California

The Tulare County Association of Governments (TCAG), in partnership with the California Department of Transportation (Caltrans), has a pending request of \$98 million to the U.S. Department of Transportation (DOT) seeking assistance through the Rural Surface Transportation (Rural) Grant Program under the FY 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG) to improve vehicle and freight movement along State Route (SR) 99 by providing a consistent six-lane cross-section to close facility gaps.

Future SR 99 Investments in Merced County  
Merced County Association of Governments  
Merced County, California

Merced County Association of Governments (MCAG) looks forward to future discussions on potential partnerships to complete the remaining four lane segments of SR 99 in Merced County. Located adjacent the future California High Speed Rail, Altamont Corridor Express, and Amtrak San Joaquins shared rail station, federal investment combined with local and state funding will be needed to ensure safe and efficient multi-modal connectivity in the region.

## **Air Quality**

The Regional Planning Agencies and their partners seek federal support for regional efforts to reduce emissions from the transportation and agricultural sectors to improve air quality and public health outcomes throughout the San Joaquin Valley. Member agencies are prioritizing investments in electrification, clean vehicles and locomotives and agricultural equipment, and the expansion of passenger rail service and multimodal connectivity.

### **Projects**

Zero-Emission Vehicle Infrastructure  
San Joaquin Valley Air Pollution Control District  
Tracy, Buttonwillow, Kettleman City, and Visalia, California

The San Joaquin Valley Air Pollution Control District (SJVAPCD), in partnership with Prologis Mobility, seeks \$37.6 million from the United States Department of Transportation's (US DOT) Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) to plan and deploy a publicly accessible zero-emission vehicle (ZEV) infrastructure hub in Tracy, California and in Buttonwillow, CA for medium- and heavy-duty (MHD) vehicles.

The Air District is also partnering with Greenlane Infrastructure, LLC (Greenlane) on a \$72.2 million Charging and Fueling Infrastructure Discretionary Grant Program (CFI program) application (Project). Through Greenlane, Valley Air District's Project will deploy two publicly accessible, medium- and heavy-duty (MHD) zero-emission vehicle (ZEV) charging and hydrogen fueling complexes, owned, and operated by Greenlane. The project sites are within SJVAPCD's jurisdiction and along Interstate 5 (I-5) in Kettleman City and State Route 99 (SR 99) in Visalia.

#### San Joaquin Valley Locomotive Emissions Reduction Project

San Joaquin Valley Air Pollution Control District

The SJVAPCD has a pending FY 2023 and 2024 CRISI Program request for \$48.4 million to FRA to replace up to 17 older, high-polluting locomotives with the cleanest available conventionally-powered, Tier 4 locomotives.

#### Heavy-Duty Vehicle Replacement

San Joaquin Valley Air Pollution Control District

Fresno and Stanislaus County, California

The SJVAPCD has a pending Clean Heavy-Duty Vehicles (CHDV) Grant request to the U.S. Environmental Protection Agency (EPA) seeking \$8,933,333 to replace 26 class 6/7 trucks owned and operated by fleets in Fresno and Stanislaus Counties.

#### Agricultural Burning and Equipment

San Joaquin Valley Air Pollution Control District

The SJVAPCD has pending Regional Conservation Partnership Program (RCPP) requests to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) of \$25 million to replace older high-polluting agricultural tractors with new low-emission tractors and \$25 million to help Valley-based farmers chip and reincorporate orchard and vineyard materials into the soil.

#### Policy

Working with EPA to Avoid Sanctions

The U.S. Environmental Protection Agency (EPA) disapproval of the 2016 Ozone Plan (for the 2008 8-hr Ozone Standard) contingency measures remains an ongoing concern. Working toward a resolution that avoids sanctions is a top priority for the San Joaquin Valley Air Pollution Control District and the eight Regional Planning Agencies. Proposed contingency measures submitted by SJVAPCD conform with draft guidance issued by EPA on March 17, 2023, and those would result in significant emission reductions to fully satisfy fair-share reductions from sources under the jurisdiction of the District. We understand that the implementation of federal funding sanctions could occur as early as November 2024 if a resolution is not attained working with the federal agency.

We urge EPA to work with our partners at SJVAPCD toward a resolution on the 2016 Ozone Plan contingency measures and approval of the plan to avoid sanctions. Sanctions will adversely impact the ability of the RPAs to ensure the timely and effective delivery of transportation and infrastructure projects that receive federal resources authorized by the Infrastructure Investment and Jobs Act (P.L. 117-58). This would counter the goals of the Biden Administration to advance transportation

projects and initiatives that will improve air quality in alignment with the objectives of the Clean Air Act, while enhancing other mobility, safety, resiliency, and equity outcomes for our constituents in the San Joaquin Valley. We ask for the cooperation of EPA and federal partners in coordinating together on these air quality planning efforts to approve the 2018PM2.5 Plan contingency measures and avoid potential impacts to project delivery.

Recently, the Valley Regional Planning Agencies identified \$4.5 billion of projects “at risk” from the possible EPA sanctions.

### **Rail Projects**

The Regional Planning Agencies continue building on their ongoing efforts to enhance multimodal connectivity throughout the transportation system in order to reduce carbon emissions, and improve air quality for Valley residents. Our delegation is prioritizing passenger rail investments to advance those objectives in alignment with the Administration’s policy goals, focused on mobility, economic opportunity, sustainability, resiliency, and environmental justice. Expanding passenger rail service and improvements to freight rail are integral to our planning efforts, while our Regional Planning Agencies prepare for continued population growth, support economic development and workforce development strategies envisioned by our intergovernmental partners, connect with other regions, and comply with federal clean air standards. We encourage lawmakers and the Administration to support the following projects of regional significance:

City of Hanford  
Kings County Association of Governments

The City of Hanford is submitting a grant application to the Federal Railroad Administration (FRA) seeking [\$X] through the Railroad Crossing Elimination (RCE) Program.

Stockton Diamond Grade Separation Project  
San Joaquin Regional Rail Commission  
Stockton, California

The San Joaquin Regional Rail Commission (SJRR) has a pending Fiscal Year (FY) 2024 Port Infrastructure Development Program (PIDP) request to the U.S. Department of Transportation (DOT) Maritime Administration (MARAD) to construct a new grade-separated railroad crossing in downtown Stockton, routing the Union Pacific Railroad (UP) over the Burlington Northern Sante Fe (BNSF).

Ceres to Turlock Double-Tracking Project  
San Joaquin Regional Rail Commission  
Ceres and Turlock, California

SJRR has a pending request to DOT seeking assistance through the Infrastructure for Rebuilding America (INFRA) Grant Program under the FY 2025 and 2026 Multimodal Project Discretionary Grant Opportunity (MPDG) to construct a new, second mainline track along an approximately ten-mile portion of the UP that will provide the opportunity for future extension of the Altamont Corridor Express (ACE) passenger rail service southward to the City of Turlock.

Madera High Speed Rail Station Project  
San Joaquin Joint Powers Authority  
Madera, California

The San Joaquin Joint Powers Authority (SJJPA) has a pending request to DOT seeking assistance through the National Infrastructure Project Assistance (Mega) Grant Program under the FY 2025 and 2026 MPDG to construct a new station in Madera County for California's Interim High-Speed Rail (HSR) Service between Merced and Bakersfield.

Valley Rail North – Sacramento Extension  
San Joaquin Regional Rail Commission  
Multiple Cities between Stockton and Sacramento, California

SJRRC has pending requests to DOT through both the FY 2025 and 2026 Mega Grant Program and the FY 2023 and 2024 CRISI Program for improvements necessary to enable new intercity passenger rail service between Stockton and Sacramento, including new rail stations, passenger amenities, train sidings, and double-tracked improvements along the UP Sacramento Subdivision.

The Rail Academy of Central California (TRACC)  
San Joaquin Regional Rail Commission  
Stockton, California

SJRRC has a pending FY 2023 and 2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program request to the Federal Railroad Administration (FRA) to support a strategic partnership between educational and business entities to train and place students into quality transportation-related jobs in the railroad and transit sectors.

## **FY 2025 Budget and Appropriations**

### Programmatic Priorities

As appropriators continue working toward a resolution Fiscal Year (FY) 2025 spending bills, we urge Members of Congress to avoid cuts to key transportation programs authorized by the Infrastructure Investment and Jobs Act (P.L. 117-58) and the Inflation Reduction Act (P.L. 117-169). The Regional Planning Agencies encourage lawmakers to maintain critical investments, particularly in the FY 2025 Transportation, and Housing and Urban Development, and Related Agencies (T-HUD) spending bill. Discretionary grant programs help our Regional Planning Agencies in ongoing work to enhance mobility, safety, goods movement, transit, and air quality in the Central Valley. Programmatic reductions would counter our ability to fully realize the potential of the federal investments in our regional infrastructure. The Regional Planning Agencies also oppose any legislative efforts to rescind previously awarded federal grants supporting transportation projects and benefitting local communities and our workforce in the San Joaquin Valley.

### Project Priorities

As negotiations involving FY 2025 spending bills progress, we urge lawmakers to maintain Community Project Funding and Congressionally Directed Spending requests as submitted to the

House and Senate Appropriations Committees by the Members of our San Joaquin Valley Congressional delegation. Those projects are included in the attached appendix.

Senator Alex Padilla

Agency: Department of Transportation  
Account: Consolidated Rail Infrastructure and Safety Improvements  
Recipient: San Joaquin Regional Rail Commission  
Project: Modesto & Empire Terminal Railroad PTC Installation for Expanded ACE Rail Service  
State: CA  
Amount: \$2,900,000  
Requestor(s): Padilla

Congressman Jim Costa

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: City of Visalia  
Project: Visalia Downtown Improvement Project  
Location: CA  
House Amount: \$850,000  
House Requestor(s): Costa

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: City of Exeter  
Project: Exeter Street Improvement Project  
Location: CA  
House Amount: \$250,000  
House Requestor(s): Costa

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: County of Tulare  
Project: Neighborhood Village Salt and Light Project  
Location: CA  
House Amount: \$850,000  
House Requestor(s): Costa

Agency: Environmental Protection Agency  
Account: STAG-Clean Water State Revolving Fund  
State: CA  
Project Recipient and Name: County of Tulare for East Oroquieta Sewer Project  
Amount: \$1,105,800  
Requestor: Costa

Agency: Environmental Protection Agency  
Account: STAG-Clean Water State Revolving Fund



State: CA  
Project Recipient and Name: City of Woodlake for Storm Drain Enhancement Project  
Amount: \$1,105,800  
Requestor: Costa

Congressman John Duarte

Agency: Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: SR 132 Dakota Avenue to Gates Road  
Location: CA  
House Amount: \$2,000,000  
House Requestor(s): Duarte

Agency: Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: SR-41 Expressway  
Location: CA  
House Amount: \$3,000,000  
House Requestor(s): Duarte

Agency: Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: State Route 99/233 Chowchilla Multimodal Interchange Improvement  
Location: CA  
House Amount: \$4,000,000  
House Requestor(s): Duarte

Congressman Vince Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiative  
Recipient: Kern Council of Governments  
Project: Construct a Roundabout and Ancillary Facilities  
Location: CA  
House Amount: \$500,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiative  
Recipient: Kern Council of Governments  
Project: Centennial Corridor SB 99 to WB 58 Connector  
Location: CA  
House Amount: \$500,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiative  
Recipient: City of Clovis  
Project: Nees Avenue Street Improvement  
Location: CA  
House Amount: \$500,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiative  
Recipient: City of Clovis  
Project: Sunnyside and Nees Traffic Signal  
Location: CA  
House Amount: \$1,000,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: County of Tulare  
Project: Spruce Road Safety Improvement and Congestion Relief Project  
Location: CA  
House Amount: \$1,000,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: City of Visalia  
Project: Tulare Avenue Safety Improvements  
Location: CA  
House Amount: \$2,000,000  
House Requestor(s): Fong

Agency: Department of Housing and Urban Development  
Account: Economic Development Initiatives  
Recipient: City of Lemoore  
Project: Bush Street Roundabouts  
Location: CA  
House Amount: \$500,000  
House Requestor(s): Fong

Congressman Josh Harder

Agency: Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: I-205 Managed Lanes  
Location: CA

House Amount: \$250,000  
House Requestor(s): Harder

Congressman Jay Obernolte

Agency: U.S. Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: SR58/Edwards AFB North Gate Intersection Improvement  
Location: CA  
House Amount: \$2,000,000  
House Requestor(s): Obernolte

Congressman David Valadao

Agency: U.S. Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: State Route 43/7th Standard Road Roundabout  
Location: CA  
House Amount: \$2,500,000  
House Requestor(s): Valadao

Agency: Department of Transportation  
Account: Highway Infrastructure Programs  
Recipient: CA  
Project: Avenue 192 and Road 192 Farm to Market Corridor  
Location: CA  
House Amount: \$2,500,000  
House Requestor(s): Valadao

**IIJA/IRA Implementation**

Lawmakers must hold states accountable throughout the implementation of the IIJA and IRA, ensuring that state governments are appropriately coordinating with regional or local government partners and distributing federal resources as required by the law and intended by the spirit of it.

As the Administration continues to focus on improving safety outcomes as its top policy priority, we ask our federal and state partners to recognize that allowing for additional highway and road capacity throughout the Valley is critical to helping to prevent crashes, injuries, and fatalities on two-lane facilities in our most disadvantaged communities.

**Reauthorization Principles**

Ensuring the Solvency of the Highway Trust Fund

As reauthorization approaches, Congress must soon begin discussions on how to provide adequate, stable funding to ensure the long-term solvency of the Highway Trust Fund. Recognizing

that outflows have long exceeded HTF cash inflows, we understand that policymakers may consider increasing federal fuel (gasoline and diesel) taxes or instead establishing new taxes or fees on electric vehicles (EVs), commercial trucks, and/or Vehicle Miles Traveled (VMT). While we can see the potential benefits and pitfalls of each of these options and others, we urge lawmakers to consider potential disparate impacts on rural road users in low-income communities throughout the Valley while assessing these options, recognizing our residents may need to commute dozens of miles for access to jobs, education, or medical services.

#### Prioritizing Regional and Local Funding

Regional governments, including councils of government and metropolitan planning organizations, are uniquely situated within our system of federalism to effectively implement projects and policies supported by intergovernmental partners and federal investments. Our Regional Planning Agencies convene county, municipal, and community interests and coordinate with federal, state, and local government entities. It is our mission to work across multi-jurisdictional boundaries to ensure the effective planning and delivery of infrastructure projects and services as well as the equitable distribution of federal, state, and local funds. The diversity of our regional board representation is our strength, balancing the interests of our urban, suburban, and rural communities and partner transportation agencies across modes to deliver the outcomes and solutions desired by federal policymakers.

Regional and local governments are responsible stewards of direct dollars that can maximize federal funding to deliver impactful projects and services without the administrative costs and burdens associated with distributing resources through state government agencies. Our Regional Planning Agencies support federal efforts to redistribute a greater share of federal formula funds directly to regional councils or MPOs. We recommend increasing formula funding levels for the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Metropolitan Planning (PL) Program. Our delegation respectfully urges lawmakers to seek legislative opportunities to expand eligibility to include regional councils and MPOs wherever appropriate across the full spectrum of discretionary and competitive funding opportunities.

#### Maintaining a State of Good Repair

According to a CBO report from October 2023, state and local governments spent \$180 billion on highways in 2022, which was “three times as much as the federal government on highways.” State and local spending on highways was equal to 0.71 percent of Gross Domestic Product (GDP). The federal government only spent \$52 billion – or 0.21 GDP – that same year. According to the same CBO report, operations and maintenance accounted for 57% of that state and local spending on highways in 2022. We encourage federal lawmakers to prioritize funding programs that support maintaining a state of good repair on highways in the next reauthorization.

#### **Reauthorization OR Farm Bill Principles**

##### Farm-to-Market Routes

The Regional Planning Agencies support federal funding specifically for maintaining critical farm-to-market routes that are subject to heavy truck traffic carrying agricultural products through a set-

aside in the next Farm Bill or surface transportation reauthorization. Trucks hauling dairy can weigh up to 80,000 pounds each, putting immense stress on roadway and bridge infrastructure and costing local governments throughout the region.

While the U.S. Department of Agriculture (USDA) Office of Rural Development (RD) administers grants to support public facilities and infrastructure improvements, the federal award size and share are oftentimes not attractive to address these specific infrastructure needs in our local communities. Additionally, those commercial trucks bringing food to market often traverse exurban and suburban communities with populations greater than 20,000 people in route to ultimate destinations, but those agricultural producers in rural communities are the economic beneficiaries of the goods movement.

Potential solutions include: creating a new grant program to be administered by either the U.S. Department of Transportation (DOT) or USDA for this sole purpose; creating a formula set-aside for local corridors to be designated under existing transportation programs; or increasing the maximum grant award and federal share and expanding eligibility for RD programs administered by USDA. Any of these changes can help remove barriers and better enable the Regional Planning Agencies to overcome challenges associated with seeking federal resources to help maintain farm-to-market routes locally.

**Commented [RP1]:** Will need to add specific Air District and Regional Rail Commission planks.