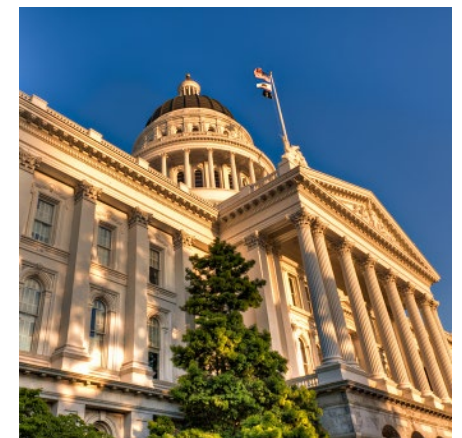
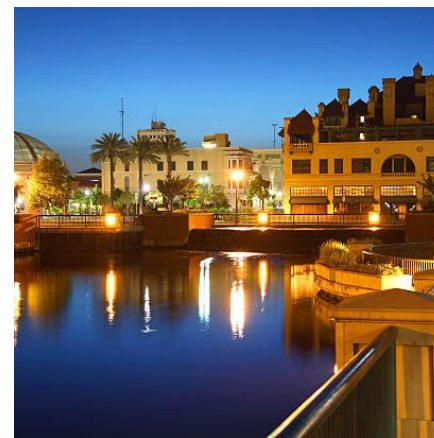
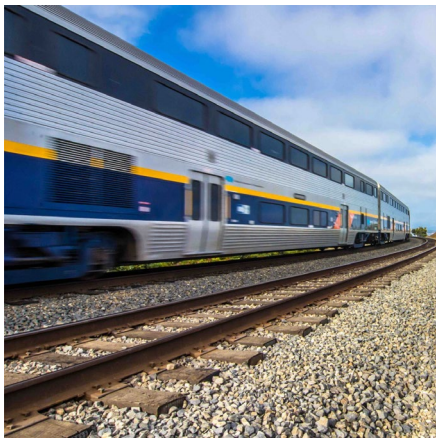


San Joaquin Valley Regional Policy Council
2022 VALLEY VOICE SACRAMENTO



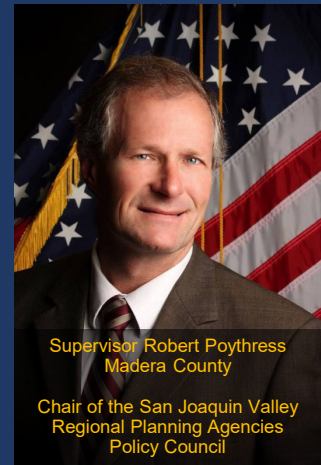


AGENDA

TIME	LOCATION
8:30 AM	Pre-Briefing
8:45 AM	Assembly Member Vince Fong Vice Chair, Assembly Transportation Committee
9:15 AM	Mark Tollefson, Deputy Cabinet Secretary, Gov Newsom Ronda Paschal, Deputy Legislative Secretary, Gov Newsom
10:00 AM	Assembly Member Carlos Villapudua
10:30 AM	Assembly Member Jim Patterson
11:00 AM	Break
11:30 AM	Assembly Member Adam Gray

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.
- 18 members from eight regional planning agencies' boards, the air district and the San Joaquin Valley Joint Powers Authority.



DELEGATION MEMBERS

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Chuck Winn, Supervisor San Joaquin County

Dan Wright, Council Member City of Stockton

Gary Singh, Council Member City of Manteca (alternate)

STANISLAUS COUNCIL OF GOVERNMENTS

Vito Chiesa, Supervisor Stanislaus County

Bill Zoslocki, Council Member City of Modesto

Jenny Kenoyer, Council Member City of Modesto (Alternate)

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Daron McDaniel, Supervisor Merced County

John Cale, Council Member City of Atwater

Scott Silveira, Supervisor Merced County (Alternate)

MADERA COUNTY TRANSPORTATION COMMISSION

Robert Poythress, Supervisor Madera County - CHAIR

Brett Frazier, Supervisor Madera County

Jose Rodriguez, Council Member City of Madera (alternate)

SAN JOAQUIN VALLEY JOINT POWERS AUTHORITY

Stacey Mortensen, Executive Director

FRESNO COUNCIL OF GOVERNMENTS

Gary Yep, Mayor City of Kerman

Michelle Roman, Mayor City of Kingsburg

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Doug Verboon, Supervisor Kings County

Alvaro Preciado, Mayor City of Avenal

Joe Neves, Supervisor Kings County (Alternate)

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Rudy Mendoza, Mayor City of Woodlake – VICE CHAIR

Dennis Townsend, Supervisor Tulare County

Linda Launer, Council Member City of Dinuba (Alternate)

KERN COUNCIL OF GOVERNMENTS

Zack Scrivner, Supervisor Kern County

Bob Smith, Council Member City of Bakersfield

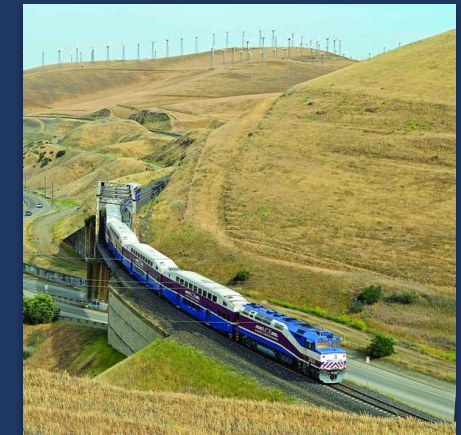
Cathy Prout, Mayor City of Shafter (Alternate)

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL

Samir Sheikh, Executive Director

REGIONAL PRIORITIES

1. Complete the 99 – Support Goods Movement
2. AB 285 - Conforming with California Transportation Plan
3. Passenger Rail
4. Zero-Emission Vehicle Infrastructure
5. REAP 2.0 (housing)



REGIONAL PRIORITY

1. COMPLETE THE 99 – SUPPORT GOODS MOVEMENT

- Caltrans recommended, and the California Transportation Commission recently approved, state funding in the 2022 Interregional Transportation Improvement Program (ITIP) for four projects along Highway 99:
 - Livingston Widening Southbound Project
 - South Madera 6 Lane Widening Project
 - Tulare City Widening Project
 - South Tulare 99 Project
- Several gaps on the state highway system in the Valley however remain, and still need to be addressed to help enhance safety and throughput for commuters, goods movement, and tourism.
- The San Joaquin Valley plays a vital role in goods movement, with over 25 percent of the nation's food supply from the region. Highways serve as the main arterial for over 95 percent of truck traffic in the region.

ASK

We need legislators to advocate for completing projects on the state highway system to gain the full benefits of previous investments to help accommodate goods movement, economic development, tourism, and enhance safety for who do not have access to transit. This also includes east-west connector routes. Support regional applications for Senate Bill 1 Cycle 3 to complete the 99 (LPP,TCEP).

REGIONAL PRIORITY

1. COMPLETE THE 99

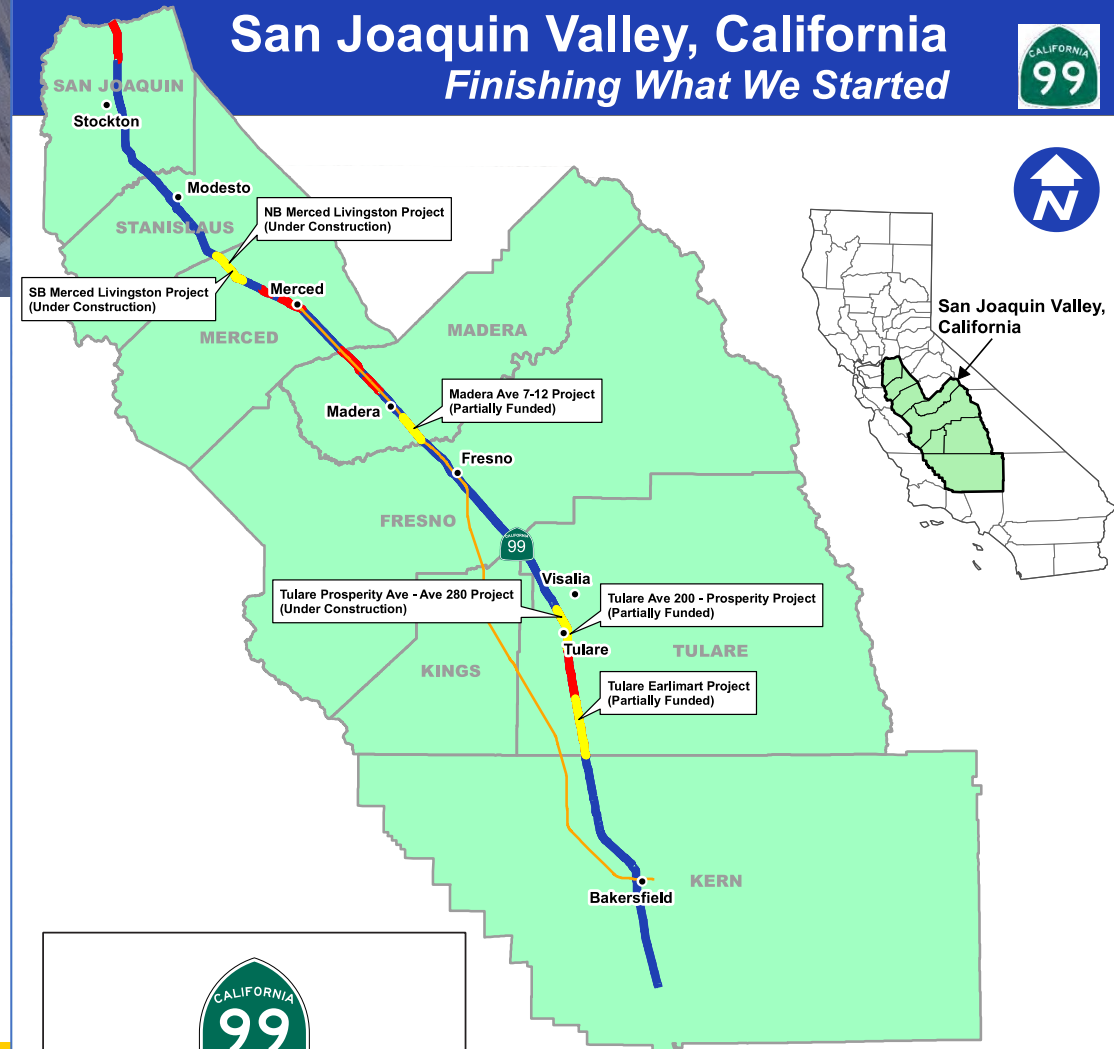


State Route 99 Summit



San Joaquin Valley, California

Finishing What We Started

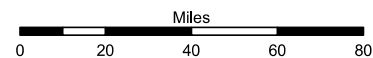


274 Total Miles
(San Joaquin County Line to South of Bakersfield I-5 Merge)

82.3 Miles Partially Funded, Under Construction or Incomplete

14 – Number of Dangerous Bottlenecks

- SR 99 Incomplete (4 Lanes)**
43.5 Miles
- SR 99 Partially Funded/Under Construction**
38.8 Miles
- SR 99 Complete (6 Lanes or More)**
191.7 Miles
- High Speed Rail**
171 Miles, Initial Operating Segment (Merced to Bakersfield)
119 Miles Under Design and Construction



REGIONAL PRIORITY

2. AB 285 - CONFORMING WITH CALIFORNIA TRANSPORTATION PLAN

- AB 285 (Friedman), Chapter 605, Statutes of 2019, required Caltrans to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030.
- The legislature required the Strategic Growth Council to complete a report by January 31, 2022, with recommendations.
- Report was posted on February 18 and states the following:
 - Too much money is spent on highway widening and projects that increase vehicle travel, reliance on cars
 - Projects, which take decades to plan, do not adjust and consider multimodal options
 - Too many layers of decision makers (State, regional, and local)
 - MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame.
 - State wants to restructure MPO and local government responsibilities, centralize decision-making with state perspective
- Six out of the eight counties in the Valley, 25 statewide, have passed (multiple) sales tax measures to help subsidize the state highway system, a state asset.
- AB 2438 (Friedman) has been introduced to require compliance with CAPTI and CTP to receive state funds.

REGIONAL PRIORITY

2. AB 285 - CONFORMING WITH CALIFORNIA TRANSPORTATION PLAN

ASK

- Oppose efforts to consolidate. This undermines local control. Locals have been subsidizing the state's transportation infrastructure for decades. Allow for the will of voters to prevail and finish projects to realize investments to reduce congestion, enhance safety on a highway system that has not been updated in the Valley since the 1950s. State has over 27 million licensed drivers.
- The state owns the state highway system and can currently say no to local sales tax investments.
- We have no control over our geography, wind patterns, and agriculture is the state's number one industry. People nationwide benefit from crops grown and shipped from our communities.
- VMT reduction not always feasible in every part of the Valley. Travel patterns vary. Focus should be on GHGs. Otherwise, VMT is a regressive metric that will disqualify the Valley from being competitive for state funding, further hurting disadvantaged communities. VMT metrics need to consider proportionality and feasibility based on a region's density, demographics, and geography.
- Ask for funding to complete rail systems, ZEV charging infrastructure, ZEV school and transit buses, ZEV trucks, and incentives for car purchases.
- Encourage businesses to expand or locate in the Valley to reduce VMT.

REGIONAL PRIORITY

3. PASSENGER RAIL

- The FY 22-23 Budget proposes to exhaust the remaining \$4.2 billion from Proposition 1A for the high-speed rail project.
- The Budget also proposes \$2 billion for regional transit and rail investments to improve rail and transit connectivity between state and local/regional services, including projects on shared corridor routes.
- Rail investments are critical for the San Joaquin Valley to reduce greenhouse gas emissions and provide multi-modal options.

ASK

- Support the Governor's budget which would assist ACE, San Joaquins, and Valley Link in acquiring resources to build out the system.
- Support the Governor's and CHSRA's recommendation that \$4.2 billion in remaining Prop 1A High Speed Rail bond funds be directed to help complete electrified, high-speed rail Merced to Bakersfield Interim Service with stations at Merced, Madera, Fresno, Kings/Tulare, and Bakersfield.

REGIONAL PRIORITY

4. ZERO-EMISSION VEHICLE INFRASTRUCTURE

- The FY 22-23 Budget proposes a total of \$10 billion over the next six year towards zero-emission vehicle infrastructure, school and transit buses, and incentives for ZEV purchases.
- The San Joaquin Valley has a disproportionate number of disadvantaged communities with lower population densities than other parts of the state and a lack of transit service. This makes travel by car essential/unavoidable for many Valley residents.
- California Clean Vehicle Rebate Project shows valley with \$30M in rebates compared to SF \$300M and LA \$400M.
- Given the Valley's air quality concerns and Highway 99 being a major north-south arterial, the Valley should receive priority for charging station installations and incentives for vehicle purchases.

ASK

Support Governor's FY 22-23 Budget, ask for Valley to be a priority recipient.

REGIONAL PRIORITY

5. REAP 2.0 (HOUSING)

- REAP 2.0 is a \$600 million state and federal investment to advance implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita VMT.
- This investment builds on the success of the 2019 Regional Early Action Planning grant program (REAP 1.0) which provided an initial round of \$125 million in flexible planning funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the housing element, including regional housing need allocations.
- REAP 1.0 current deadlines are unrealistic to all regional governments in California.
- REAP 2.0 guidelines are under development by HCD with a completion date in late 2022.
- Like other state programs, guidelines will presumably be developed with a “one size fits all” approach to facilitate housing development in the larger metropolitan areas, and throughout California.

ASK

- REAP 2.0 guidelines need to contain flexibility and autonomy for regional needs specific to the San Joaquin Valley, including utilizing funding for capital development, infrastructure, and predevelopment.
- Support efforts to extend REAP 1.0 deadlines.

Thank You!

**San Joaquin Valley
Regional Planning Agencies Policy Council**

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