



REGIONAL POLICY COUNCIL
SAN JOAQUIN Valley Voice
 WASHINGTON D.C.

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Regional Priorities Summary

September 6 & 7, 2017

Valley Voice **IV B.**
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2017 Valley Voice Washington D.C. Delegation

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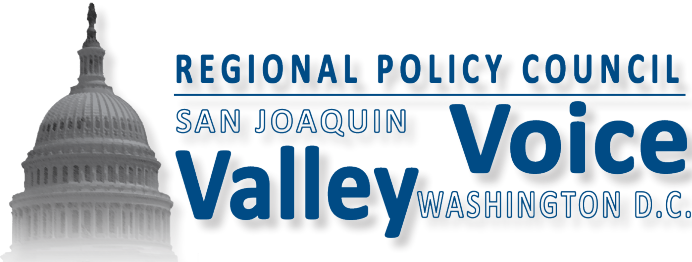
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Buy America Waivers

Request Summary:

Expedite the Federal Transit Administration and Federal Highway Administration review and approval of Buy America waiver requests in the San Joaquin Valley.



The Buy American Act requires that steel, iron and manufactured goods (including rolling stock purchases and capital leases) used for a federal project are produced domestically within the United States. Necessary components of fleet vehicles or construction materials, such as the bristles on a street cleaning truck, are often unable to be manufactured domestically due to production costs or resource availability. Therefore, recipients of FHWA and FTA grants must complete a Buy America waiver to receive funds.

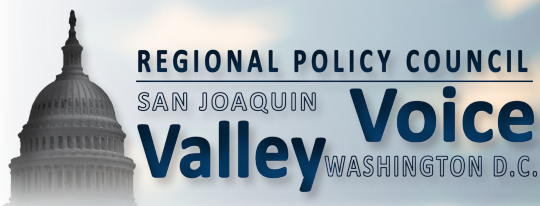
If the Buy America waivers are not approved in time for FHWA or FTA set deadlines, the grant recipients must forfeit the award and are unable to leverage federal funding toward their projects. We request that FHWA and FTA review the Buy American waiver requests that have been submitted from the San Joaquin Valley this fiscal year and the determinations be published in the Federal Register as soon as possible.

The following list details 63 current projects totaling \$14.9 million awaiting waiver determinations:

PROJECT	COUNTY	COST
Alternative Fuel School Bus	Tulare	\$140,000
29 CNG Refuse Trucks	Tulare	\$9,260,000
Alternative Fuel Vehicles	Kings	\$120,000
CNG Site Expansion - Two Compressors	Kings	\$200,000
EV Charging Station	Kings	\$45,600
Street Sweeper	Kings	\$230,178
Two (2) CNG Trucks	Kings	\$493,930
Fuel Efficient Street Sweeper	Fresno	\$250,000
11 CNG School Buses	Fresno	\$2,257,988
Two (2) Clean Diesel School Buses	Fresno	\$380,000
CNG Street Sweeper	Madera	\$313,000
Two (2) Fuel Efficient Street Sweepers	Madera	\$550,000
Clean Diesel Sewer Truck	San Joaquin	\$205,000
Nine (9) CNG School Buses	San Joaquin	\$481,500
Total		\$14,927,196

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Regional Transportation Plans

Change Adoption From 4- to 10-Year Cycles

Request Summary:

Support legislation authorizing the option of updating Regional Transportation Plans at least once every 10 years.



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Under Title 23 U.S.C. Section 134(i)(1)(B), metropolitan planning organizations (MPOs) are required to update or produce a new Regional Transportation Plan (RTP) every four years. The RTP is a long-range, 20-year-plus master plan for the transportation network in a given region that includes a listing of all projects anticipated to receive federal funding.

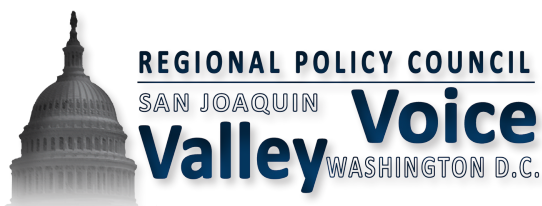
RTPs are inextricably tied to the decennial U.S. Census by virtue of population forecasting. A time cycle that captures the most up-to-date Census data is a logical and reasonable extension of the planning process. Right now, the RTP routinely overlaps with the shorter-range Federal Transportation Improvement Program. The RTP is intended as a long-range document. This proposal would truly make it one.

The San Joaquin Valley Regional Policy Council endorses flexibility in the RTP cycle, not a mandate of a 10-year timeframe. Those MPOs whose circumstances dictate updating or developing new RTPs on a more frequent basis should certainly be allowed to do so.

Such a change also allows MPOs to more reasonably accommodate the costs associated with a new RTP. Under the four-year cycle, federal planning grants do not cover the costly transportation and air quality modeling expenses required to produce the document. Legal costs alone can inflate the budget by as much as 50 percent per cycle. Additional state and local funding must be used to cover these expenses.

Nationwide, as much as \$80 million annually, or \$320 million over a four-year cycle, could be redirected to additional planning work that MPOs are not able to address now or to programming additional infrastructure projects using state and locally generated funds.

The SJV Policy Council requests that Congress consider legislation to adjust this unnecessary and costly regulation. By allowing MPOs flexibility in producing their RTPs, the federal government stands to have better data while saving potentially tens of millions of dollars each year.



Aviation Fuel Sales Tax - H.R. 4441

Request Summary:

Support H.R. 4441 to re-establish Congressional intent and 29 years of federal interpretation that the tax collected on aviation fuel for airport purposes is applied to excise taxes on aviation fuel only, not to general sales taxes that states and localities impose on all goods.



CONTACT:

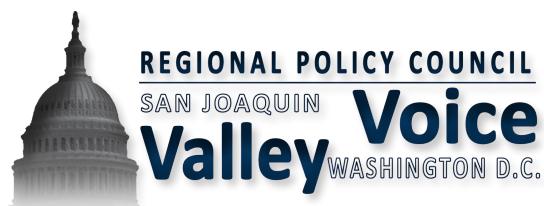
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Regional planning and programming is the cornerstone of an innovative, successful national transportation system. Metropolitan Planning Organizations (MPOs) are uniquely situated to maximize federal and state funding for transportation projects. By partnering with federal and state transportation agencies, MPOs can raise local sales tax and other revenues to be used on federal or state highway systems, extending the opportunities for the federal and state governments to provide needed capacity and maintenance projects. This is true for transit, bike and pedestrian routes and other modes of transportation as well. Federal agencies taking a portion of local sales tax threatens local projects and sets a precedents that could make it hard to pass local sales tax measures in the future.

Federal Aviation Administration (FAA) rulemaking finalized on December 8, 2014 (79 FR 66282) misinterprets a statute related to taxes on aviation fuel. As Congress develops a framework to consider an FAA Reauthorization bill, we request language to affirm that it was never Congress' intention to divert general sales tax revenue to airports. This change will preserve the trust voters have placed with their local governments and transportation agencies when approving local tax measures.

As stated in the conference report for the 1987 amendments to the FAA statute, the requirement that local taxes on aviation fuel must be spent on airports "is intended to apply to local fuel taxes only, and not to other taxes imposed by local governments, or to state taxes." FAA's interpretation reverses a longstanding view held by state and local tax officials alike that "local taxes on aviation fuel" is limited to fuel taxes, and does not include state sales taxes.

FAA's change in interpretation represents a major intrusion of federal power over state and local decisionmaking, including the explicit will of the voters with respect to voter-approved measures. When voters approve a tax increase, the expect all of the revenue generated from that tax to be spent as described in the ballot measure. The FAA ruling would divert significant proceeds from these voter-approved measures to purposes not authorized by the voter. Lastly, the ruling imposes a significant unfunded mandate on local agencies considering the sale of aviation fuel is not segregated from other taxable sources, so compliance will require a complicated, new tracking system.



Geographic and Socioeconomic Equity In Transportation Infrastructure Grant Programs

Request Summary:

Provide special consideration for mid-sized, economically disadvantaged regions and non-attainment areas for infrastructure-related grant programs.

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Despite a collective population of more than 4 million people, growing to more than 5.4 million or 26% of state population by 2050, jurisdictions in the San Joaquin Valley routinely have their projects overlooked during the competitive grant process, both by Caltrans and the Federal Highway Administration.

Accordingly, the San Joaquin Valley (SJV) Policy Council recommends the following criteria be heavily weighted in future infrastructure-related grant programs:

1. A community's "economically disadvantaged" status, as determined by factors such as:
 - a. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, and
 - b. Areas with concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.
2. The Administration should consider employing grant criteria for "mid-range" applicants under the INFRA and TIGER programs, specifically for Urbanized Areas (UZAs) with populations between 200,000 and 750,000.
3. Public Health Outcomes: The Administration should heavily weight non-attainment status under federal Clean Air Act regulations as a major criterion for infrastructure grants. Transportation projects with the potential to help improve air quality in regions that suffer from chronic health problems, such as high asthma rates, should be included among existing safety criteria.

Situated between the Bay Area and Southern California – neither entirely urban nor rural – and with economic and environmental conditions similar to the Appalachian region, the SJV should be provided greater opportunities to compete for available federal grant funding with larger metropolitan areas.

As the premiere agricultural provider for the nation, the SJV routinely faces 15% unemployment with 19% of the population classified as living under the federal poverty line. The Valley's housing affordability continues to attract new residents and road miles which now number 31,400 or 18% of California's total.

Logistics comprises one Valley economy's fastest-growing segments and is quickly becoming the lifeblood of farmers, manufacturers, oil providers and others who depend on infrastructure to move their goods to market. For the SJV to accommodate its anticipated growth, it will need to compete effectively for all available federal funding on a level playing field that considers its unique location and circumstances.

4.



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Goods Movement

Request Summary:

1. Support FAST Act discretionary freight programming (INFRA) for regionally significant projects in the San Joaquin Valley with the following considerations:
 - Provide additional consideration for grant applications from non-attainment areas
 - Emphasize safety as a key criterion for application evaluation
 - Keep the required match at an attainable level for rural disadvantaged communities
2. Support policy and funding for priority projects identified in the ongoing San Joaquin Valley Interregional Goods Movement planning process. The region's priority goods movement projects are listed on the following page.

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The San Joaquin Valley is a major generator of economic activity within California. Its dominant industries include agriculture, food production, energy and construction, among many others. The San Joaquin Valley is California's fastest growing region and the nation's No. 1 agricultural producer, generating more than \$35 billion in the gross value of agricultural commodities such as nuts, lettuce, tomatoes, wine, grains and other products. 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.

San Joaquin Valley Goods Movement Facts

- Twenty-five Percent of all food in the United States comes from the San Joaquin Valley.
- Over 500 million tons of commodities are transported in the San Joaquin Valley annually; projected to increase to 800 million tons by 2040.
- Trucks are the dominant mode and account for 92 percent of all freight movement.
- State Route 99 and Interstate 5 serve as the backbone to our goods movement system and have higher than average truck percentage volumes. State Route 99 and Interstate 5 are on the National Primary Freight Network.
- Lack of capacity for both State Route 99 and Interstate 5 results in congestion, fatal accidents and poor air quality.
- Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries. This percentage is higher than goods movement related employment in all other regions of California.



The eight San Joaquin Valley regional planning agencies continue to work in partnership with Caltrans and key private stakeholders to promote freight movement and economic development for our region. It is anticipated that many of the priority projects identified through our

planning efforts will also be eligible for FASTLANE competitive and discretionary funding.

State Route (SR) 99 and Interstate 5 (I-5) are critical arteries for goods movement in the State of California and the San Joaquin Valley. SR 99 and I-5 carry the highest volumes of trucks in the

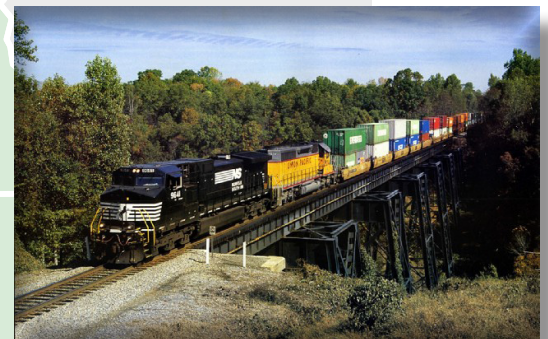
Valley and in some locations, among the highest volumes in the state. This is a reflection of the traditional north-south orientation of freight flows in the Valley, associated with the through routing of trucks to connect the major coastal urban areas to the north and south of the Valley, the north-south orientation of the Valley's major urban centers, and the need to access major east-west interstate connections north and south of the Valley itself. Deferred maintenance and the lack of capacity are major issues for SR 99 and I-5. Capacity upgrades for SR 99 to a minimum of six lanes throughout the

Valley total approximately 110 miles estimated at \$1.6 billion (Caltrans estimate 2014).

Additionally, east-west rural corridors, first-and-last-mile connectors, multimodal facilities and the Port of Stockton play a critical role in supporting the Valley's goods movement network.

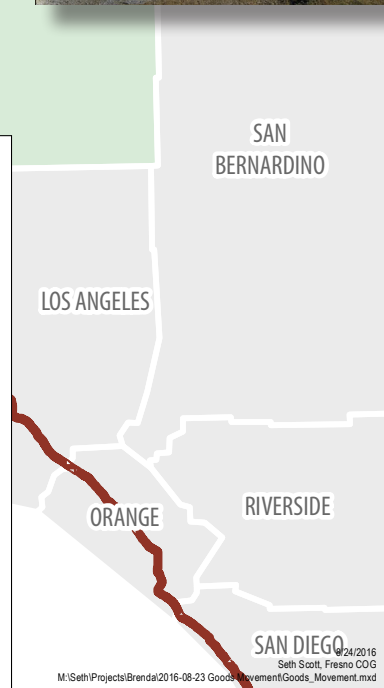
San Joaquin Valley goods movement interregional infrastructure system:

- 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



Priority Goods Movement

- **San Joaquin County, SR 120** - Widen freeway from I-5 to SR 99. Construct connector ramps and bridges, total cost \$116M
- **Stanislaus County, SR 99/SR 132** - Construct SR 99/SR 132 freeway to freeway interchange and SR 132/Carpenter Road interchange, total cost \$260M
- **Merced County, SR 99** - Widen freeway to 6 lanes from Hammatt Avenue to Stanislaus County line, total cost \$64M
- **Madera County, SR 99** - Widen freeway to 6 lanes from Ave 12 to Ave 17, total cost \$62.5M
- **Fresno County, Veterans Boulevard** - Construct interchange at State Route 99 for future expressway, total cost \$44.5M
- **Kings County, SR 41** - Widen expressway to 4 lanes from Kings/Fresno County line to Elkhorn Ave, total cost \$40.6M
- **Tulare County, SR 99** - Widen freeway to 6 lanes from Caldwell to Prosperity, total cost \$80M
- **Kern County, SR 58/SR 99** - Construct connector ramps and bridges, total cost \$150M



Farm to Market Routes

Long-Term Funding For Important Agricultural Routes

Request Summary:

Support funding for maintenance of critical farm to market routes that have heavy truck traffic, through a set-aside in the next Transportation or Farm Bill.



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The San Joaquin Valley is the most productive agricultural region in the world, producing over 360 ag commodities. It is the heart of California's robust agricultural economy and is a leading producer of almonds, tomatoes, grapes, milk among others. California's dairy industry generated \$6.2 billion for milk production in 2016, accounting for 19% of all milk produced in the United States. Tulare and Merced counties are the top two dairy producing counties in the state, accounting for a combined 43% of dairy production.

There are at least 775 dairies in the Valley transporting millions of pounds of milk and milk products per day, that travel on local county and city roads in order to connect to the state highway system. Unlike other agricultural goods with a short, defined harvest season, dairies must transport their products off site every day, causing significant strain on frequently traveled roadways and reducing the pavement's lifespan. According to Caltrans, a fully loaded dairy truck can weigh up to 80,000 pounds. A roadway carrying 500 trucks per day is comparable to 5 million vehicle passenger cars trips per day.

The San Joaquin Valley is also home to many milk processing facilities. California Dairies, Inc. whose headquarters is located in Visalia, CA is the second largest dairy processing cooperative in the United States, shipping 62.7 million barrels of milk annually.

San Joaquin Valley counties are concerned about the localized impacts to our roads while the milk products, along with many other Valley produced commodities, are transported for global consumption.

The concern over road conditions in rural areas extends to all agriculture areas where there is significant truck traffic supporting national and international transport of agricultural commodities and a significant lack of funding options for road maintenance.

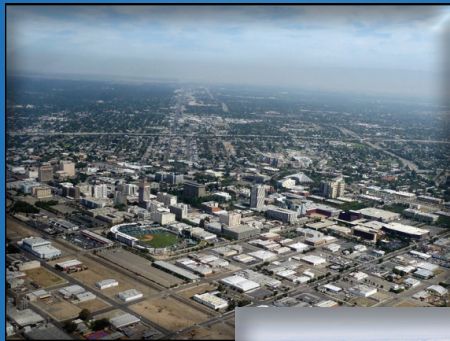


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Clean Air Act Modernization

Request Summary:

Include an overriding provision in federal law to prohibit federal sanctions on local regions where their inability to attain federal standards is due to pollution from sources outside their regulatory authority.



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(Federal) Fair Application of Clean Air Mandates: The San Joaquin Valley has left no stone unturned in promulgating and implementing measures to reduce emissions from sources of air pollution under its regulatory authority. The San Joaquin Valley Air Pollution Control District has also deployed innovative measures to reduce emissions from mobile and indirect sources of air pollution that fall outside its traditional regulatory authority with stationary sources. We have reached a point where the Valley cannot attain the health based standards established under the Federal Clean Air Act without significant reductions in emissions from mobile sources that fall under federal jurisdiction. With the newly established federal standards many other regions throughout the nation will find themselves in a similar situation. It is unfair that under the current law, local jurisdictions will be subject to devastating federal sanctions even though failure to attain the standards is due to emissions from sources under federal jurisdiction. These federal sanctions include:

- De facto ban on new or expanding businesses (2:1 off set requirement)
- Loss of federal highway funds (\$2.5 billion and loss of significant jobs in the San Joaquin Valley)
- Federal take over and loss of local control
- Expensive non-attainment penalties

Therefore, we ask that an overriding provision be included in federal law that prohibits imposition of federal sanctions on local regions where their inability to attain federal standards is due to pollution from sources outside their regulatory authority.



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Reduction in Emissions Sources Under Federal Control

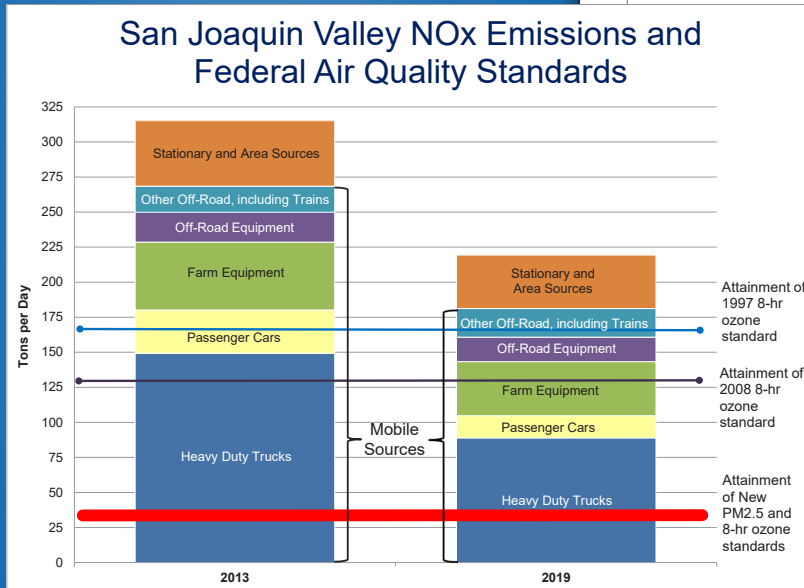
Request Summary:

1. Support the San Joaquin Valley Air Pollution Control District petition requesting that EPA adopt new national standards for on-road heavy-duty trucks and locomotives under federal jurisdiction.
2. Establish a National Clean Air Investment Fund to accelerate deployment of low-emission vehicles in a timeframe that will allow the Valley to meet National Ambient Air Quality Standards, protect public health and avoid federal sanctions that will have a devastating impact upon the region.

The San Joaquin Valley is mandated under the Clean Air Act to develop and adopt several new ozone and particulate matter plans in the coming years. The degree of difficulty faced by the Valley in meeting the new federal ambient air quality standards are unmatched by any other region in the nation. Attaining the latest standards will require transformative changes and development of innovative control strategies to significantly reduce emissions from mobile sources, which now make up over 85% of the Valley's NOx emissions.

Over the next few years, the Valley must adopt a number of attainment plans to address the following standards:

- 2006 PM2.5 Standard (35 µg/m3 24-hr and 15 µg/m3 annual)
- 2012 PM2.5 Standard (12 µg/m3 annual)
- 2008 Ozone standard (75 ppb 8-hr)
- 2015 Ozone Standard (70 ppb 8-hr)



Despite achieving significant emissions reductions through decades of implementing the most stringent stationary and mobile regulatory control program in the nation, NOx emissions (primary precursor for both ozone and PM2.5) in the San Joaquin Valley must be reduced by an additional 90% in order to attain the latest federal ozone and PM2.5 standards that now encroach on natural background levels. This air quality challenge is unmatched by any other region in the nation.

The District has jurisdiction over stationary and area

sources, which make up less than 15% of the total NOx emissions inventory (Figure 1). The remainder of emissions are associated with mobile sources, the majority of which fall under federal control. The Valley will leave no stone unturned in seeking additional reductions from stationary sources of emissions.

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California's San Joaquin Valley

Regional and Transportation Infrastructure Profile

THE REGION:

California's San Joaquin Valley lies among 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 who 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.

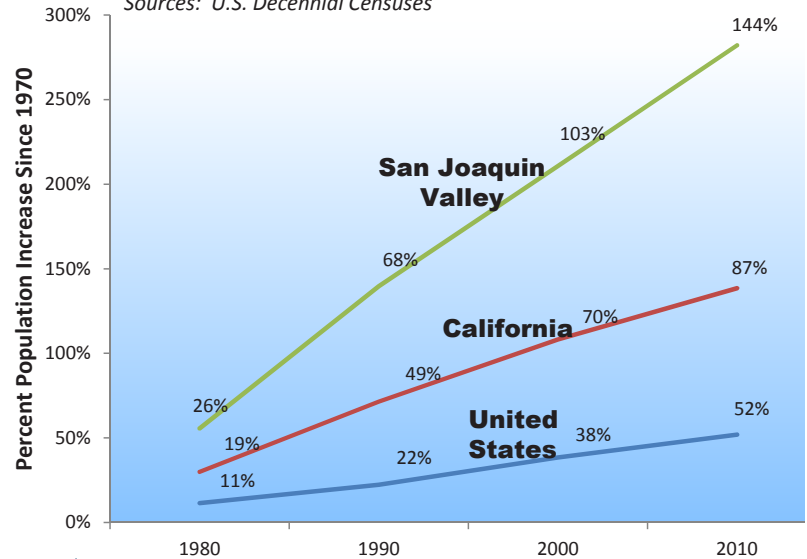
The San Joaquin Valley is divided into eight counties and 62 cities that work together on regional issues of mutual importance and share 31,420 publicly maintained road miles, 18.32% of the total 174,991 publicly maintained road miles in California. This public road system accommodates 98,748 average 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 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) totalled \$35 billion.
- Millions of tourists visit the Valley on their way to 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:

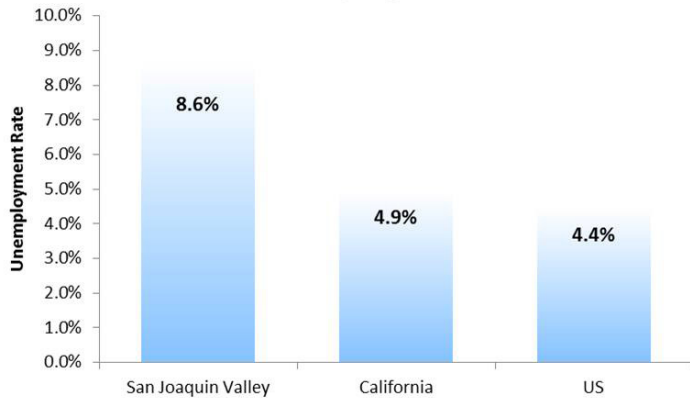
Even though the San Joaquin Valley plays a major economic role in the state and nation, especially when it comes to agriculture and transportation, it continues to suffer from significant economic and environmental challenges. Some key challenges include:

- Demographics reflecting 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 pollutant retention, 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

Despite a 1.8 million strong workforce, and significant business and development investment interest, the Valley continues to be an example of problematic social and environmental justice issues. In order to actualize the full economic potential of this region, a vision for investment in transportation and other systems must go beyond basic needs. State and federal programs and investments play a critical role in continuing efforts to meet current and future needs.



SJV Unemployment Rate



Source: June 2017 Bureau of Labor Statistics

The urban cities of the San Joaquin Valley are located adjacent to or closely connected to major transportation corridors providing goods movement throughout California and beyond. Fresno, the most populous city in the San Joaquin Valley, which is transected by State Route 99--California's goods movement backbone--is also the largest U.S. city without an interstate h

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