

VALLEY VOICE SACRAMENTO 2025

REGIONAL PRIORITIES



SAN JOAQUIN VALLEY



REGIONAL
PLANNING AGENCIES

Policy Council

VALLEY VOICE



2025

SACRAMENTO



Kern Council
of Governments



Tulare County Association of Governments



Kings County Association of Governments



StanCOG
Stanislaus Council of Governments



FRESNO
Council of Governments



MERCED COUNTY ASSOCIATION OF GOVERNMENTS



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



MCTC
Madera County Transportation Commission



San Joaquin
Joint Powers Authority

2025 VALLEY VOICE SACRAMENTO DELEGATION

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2025 VALLEY VOICE SACRAMENTO DELEGATION

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PRAGMATICALLY ADDRESS AIR QUALITY, EQUITY, AND MOBILITY GOALS THROUGH OPERATIONAL IMPROVEMENTS, AND WITHOUT COMPROMISING ECONOMIC ACTIVITY

The San Joaquin Valley resides in a nonattainment air district. Our constituents suffer from poor air quality that is predominantly caused by our geographic “bowl” shaped valley, walled off by mountains, weather patterns (winds blowing West to East), vast agricultural farmland, severe goods movement traffic, and the jobs-housing imbalance leading to the daily migration of hundreds of thousands of daily commuters into the Bay Area and Los Angeles Basin.

All eight Metropolitan Planning Organizations (MPOs) in the San Joaquin Valley strongly support California’s climate goals and are deeply committed to improvements to passenger and freight rail systems and improving public transportation, walking, biking, and other modes of transportation, but we need help as follows:

- Extend the Cap-and-Trade Program beyond 2030 to support air quality and mobility goals.
- Include \$200 million from Cap and Trade for the FARMER program to replace high emitting agricultural equipment, like tractors, harvesters, pumps, and utility task vehicles for cleaner and zero-emission equipment.
- Oppose efforts to continually alter greenhouse gas emission targets, which undermine previous investments and prevent our region from accessing desperately needed state funding, which impacts safety and economic vitality in our region.
- Prioritize reducing greenhouse gas emissions over vehicle miles traveled, which is not feasible given our region’s lack of density and need to drive further to access jobs, schools, and medical care.



LEVERAGING STATE FUNDING TO ADDRESS SAFETY, GOODS MOVEMENT, AND MOBILITY

The San Joaquin Valley generates over \$35 billion annually and produces 25 percent of the nation’s food supply. We must continue accommodating the sustained growth in goods movement and population (159% increase in the Valley since 1980) and provide pragmatic solutions, prioritizing safety. Heavy truck traffic and our region’s population are expected to increase. This necessitates a balanced planning approach, which supports sustainable economic development across California, recognizing the diversity and interconnectedness of all regions, including the San Joaquin Valley.

Solutions include:

- Advocate for acquiring state funds to address safety, congestion management, and goods movement on highways through the Valley, particularly on State Route 99.
- Advocate for a successor source to the gas tax to ensure stability and predictability of funding.

ACCESS TRANSIT FUNDING

The Regional Policy Council will monitor the CalSTA Transit Transformative Task Force and support modifications to the TDA process as appropriate to ensure that transit operators are provided with the flexibility to continue accessing funding to maintain and expand service.

- Support potential changes to the Transportation Development Act that will assist local public transportation systems to maintain access to funding.
- Stabilize and increase transit funding levels by replacing sales tax on diesel as a funding source.
- Augment funding for YARTS and paratransit.



ENHANCE PASSENGER RAIL SERVICE

One of the best ways to compel mode-shift, enhance connectivity, and improve air quality is to continue expanding our region's passenger rail system. Our region asks for the following:

- Continued support of the high-speed rail system, which will revitalize economic development and connectivity.
- Maintain and increase funding through the Cap-and-Trade program for commuter and intercity passenger rail for ACE, the San Joaquins, and Valley Link.





The San Joaquin Valley Regional Policy Council

is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The 18-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Directors of the San Joaquin Valley Air Pollution Control District and San Joaquin Joint Powers Authority.

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. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice.

***The San Joaquin Valley Regional Policy Council is led by
Chair Daron McDaniel, Merced County Supervisor.***

CONTACT

San Joaquin Valley Regional Planning Agencies' Policy Council

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