

Chair  
Supervisor Daron McDaniel  
Merced County



Vice Chair  
Supervisor Vito Chiesa  
Stanislaus County

## San Joaquin Valley Regional Policy Council Executive Committee

**Friday, October 24, 2025**  
**10:00 a.m.**

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

**Madera County Transportation Commission**

2001 Howard Road., Suite 201  
Madera, CA 93637

**Stanislaus County**

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

**San Joaquin Valley Air Pollution Control  
District**

1990 E. Gettysburg Ave., Fresno, CA 93726

**Merced County Association of Governments**

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

**Tulare County Association of Governments**

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

**Coast Ballroom, Wyndham San Diego  
Bayside,**

1355 N Harbor Drive  
San Diego, Ca 92101

**Stanislaus Council of Governments**

1111 I Street, Suite 308  
Modesto, CA 95354

**Fresno Council of Governments**

2035 Tulare St., Ste. 201., Fresno, CA 93721

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

### Zoom Meeting:

<https://us06web.zoom.us/j/82476293439?pwd=daakikvbSEalliMrEmbMZZmnBWtzOy.1>

Meeting ID: 824 7629 3439

Passcode: 537198

One tap mobile

Phone only: 1 (669) 444-9171

Agenda Item	Speaker	Enclosure
A. CALL TO ORDER	Chair	<input type="checkbox"/>
B. ROLL CALL	Georgiena Vivian	<input type="checkbox"/>

**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 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.



## San Joaquin Valley Regional Policy Council Executive Committee

### Roll Call

SJVPC	First Name	Last Name	Title	Agency	Present (Y/N)
<b>Madera County Transportation Commission (MCTC)</b>					
Member	Robert	Poythress	Supervisor, District 3	County of Madera	
Alternate	Jose	Rodriguez	Councilmember, District 2	City of Madera	
Alternate	Waseem	Ahmed	Councilmember	City of Chowchilla	
<b>Merced County Association of Governments (MCAG)</b>					
Member – Chair	Daron	McDaniel	Supervisor, District 3	County of Merced	
Alternate	Scott	Silveira	Supervisor, District 5	County of Merced	
<b>Stanislaus Council of Governments (StanCOG)</b>					
Member – Vice Chair	Vito	Chiesa	Supervisor, District 2	County of Stanislaus	
Alternate	Rosa	Escutia-Braaton	Councilmember, District 1	City of Modesto	
Alternate	Buck	Condit	Supervisor, District 1	County of Stanislaus	
<b>Tulare County Association of Governments (TCAG)</b>					
Member	Rudy	Mendoza	Mayor	City of Woodlake	
Alternate	Dennis	Townsend	Supervisor, District 5	County of Tulare	
Alternate	Linda	Launer	Councilmember, District 5	City of Dinuba	
<b>San Joaquin Valley Air Pollution Control District (SJVAPCD)</b>					
Member	Samir	Sheikh	Executive Director	SJVAPCD	
Alternate	Mark	Montelongo	Director of Policy & Governmental Affairs	SJVAPCD	

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<u>Agenda Item</u>	<u>Speaker</u>	<u>Enclosure</u>
<b>C. APPROVAL OF MINUTES</b> 1. August 8, 2025, Executive Committee Meeting	Chair	<input checked="" type="checkbox"/>
<b>D. DISCUSSION AND ACTION ITEMS</b>		
1. Budget, Policy, and Legislative Updates a. <b>State</b> b. <b>Federal</b>	<i>Gus Khouri</i> <i>Jen Covino</i>	<input checked="" type="checkbox"/> <input type="checkbox"/>
2. RTP/SCS Updates and Air Quality Issues a. <b>SB 375 – 2026 GHG Reduction Targets</b> b. <b>Clean Air Act Waiver Recission – Lockdown/Endangerment Finding Update</b>	<i>Ryan Niblock and Alex Marcucci</i>	<input type="checkbox"/> <input type="checkbox"/>
3. <b>ACTION:</b> 2026 ITIP Hearings (October 30 and November 7). Consider Letter of Support or Testimony	<b>Patricia Taylor</b>	<input type="checkbox"/>
4. Spring 2026 Policy Council Retreat – Discuss Date & Location	<b>Georgiena Vivian</b>	<input type="checkbox"/>
<b>E. OTHER ITEMS</b>	<b>Members</b>	<input type="checkbox"/>
1. Executive Committee Member Comments		
<b>F. PUBLIC COMMENT</b> This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Public comment will be allowed during the Discussion Items above.	Chair	<input type="checkbox"/>
<b>G. ADJOURN</b>	Chair	<input type="checkbox"/>
<b>H. CLOSED SESSION – <i>Scheduled</i></b>	Chair	<input type="checkbox"/>

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### Other Meeting Participants

Yes	No	Director   Agency	Yes	No	Director   Agency
<input type="checkbox"/>	<input type="checkbox"/>	Jay Schlosser, Kern COG	<input type="checkbox"/>	<input type="checkbox"/>	Ahdel Ahmad   SJPPA
<input type="checkbox"/>	<input type="checkbox"/>	Becky Napier   Kern COG	<input type="checkbox"/>	<input type="checkbox"/>	Michael Hanebutt   SJPPA
<input type="checkbox"/>	<input type="checkbox"/>	Rob Ball   Kern COG	<input type="checkbox"/>	<input type="checkbox"/>	Gus Khouri   Khouri Consulting
<input type="checkbox"/>	<input type="checkbox"/>	Ted Smalley   TCAG	<input type="checkbox"/>	<input type="checkbox"/>	Mitch Weiss   Khouri Consulting
<input type="checkbox"/>	<input type="checkbox"/>	Ben Kimball   TCAG	<input type="checkbox"/>	<input type="checkbox"/>	Jen Covino   Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Steven Ingoldsby   TCAG	<input type="checkbox"/>	<input type="checkbox"/>	David Gellman   Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Roberto Brady   TCAG	<input type="checkbox"/>	<input type="checkbox"/>	Aly Hernandez   Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Terri King   KCAG	<input type="checkbox"/>	<input type="checkbox"/>	Georgiena Vivian   SJV Coordinator   VRPA Technologies
<input type="checkbox"/>	<input type="checkbox"/>	Robert Phipps   Vice Chair, Directors' Committee   Fresno COG	<input type="checkbox"/>	<input type="checkbox"/>	Carolina Ilic   VRPA Technologies
<input type="checkbox"/>	<input type="checkbox"/>	Paul Herman   Fresno COG	<input type="checkbox"/>	<input type="checkbox"/>	Dena Graham   VRPA Technologies
<input type="checkbox"/>	<input type="checkbox"/>	Ofelia Abundez   Fresno COG			
<input type="checkbox"/>	<input type="checkbox"/>	Simran Jhutti   Fresno COG			
<input type="checkbox"/>	<input type="checkbox"/>	Brenda Thomas   Fresno COG			
<input type="checkbox"/>	<input type="checkbox"/>	Patricia Taylor   MCTC			
<input type="checkbox"/>	<input type="checkbox"/>	Dylan Stone   MCTC			
<input type="checkbox"/>	<input type="checkbox"/>	Jeff Findley   MCTC			
<input type="checkbox"/>	<input type="checkbox"/>	Stacie Guzman   Chair Directors' Committee   MCAG			
<input type="checkbox"/>	<input type="checkbox"/>	Elizabeth Forte   MCAG			
<input type="checkbox"/>	<input type="checkbox"/>	Meg Prince   MCAG			
<input type="checkbox"/>	<input type="checkbox"/>	Monica Streeter   StanCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Jose Luis Caceres   StanCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Nick St. Cook   StanCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Diane Nguyen   SJCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Ryan Niblock   SJCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Kim Anderson   SJCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Mark Montelongo   SJVAPCD			
<input type="checkbox"/>	<input type="checkbox"/>	Morgan Lambert   SJVAPCD			
<input type="checkbox"/>	<input type="checkbox"/>	Dan Leavitt   SJPPA			
<input type="checkbox"/>	<input type="checkbox"/>				

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AGENDA ITEM C.1.

*August 8, 2025, Executive Committee*

*Meeting Minutes*

Chair  
Supervisor Daron McDaniel  
Merced County

Vice Chair  
Supervisor Vito Chiesa  
Stanislaus County



## San Joaquin Valley Regional Policy Council Executive Committee Meeting Minutes

**Friday, August 8, 2025**  
**9:00 a.m.**

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<https://us06web.zoom.us/j/85226026848?pwd=ysS16hdcskTXaOF8jpGcn8GCdVqfxv.1>

Meeting ID: 852 2602 6848

Passcode: 073677

Phone only: 1 (669) 444-9171

**A. CALL TO ORDER**

**Chair**

Chair McDaniel called the meeting to order.

**B. ROLL CALL**

**Georgiana Vivian**

Roll was called. Attendance is noted on the table below. A quorum was present.

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<b>Merced County Association of Governments (MCAG)</b>					
Member – Chair	Daron	McDaniel	Supervisor, District 3	County of Merced	Y
Alternate	Pat	Nagy	Mayor	City of Gustine	N
Alternate	Scott	Silveira	Supervisor, District 5	County of Merced	N
<b>Stanislaus Council of Governments (StanCOG)</b>					
Member – Vice Chair	Vito	Chiesa	Supervisor, District 2	County of Stanislaus	Y
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Alternate	Buck	Condit	Supervisor, District 1	County of Stanislaus	N
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Member	Rudy	Mendoza	Mayor	City of Woodlake	Y
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Alternate	Linda	Launer	Councilmember, District 5	City of Dinuba	Y
<b>San Joaquin Valley Air Pollution Control District (SJVAPCD)</b>					
Member	Samir	Sheikh	Executive Director	SJVAPCD	Y
Alternate	Mark	Montelongo	Director of Policy & Governmental Affairs	SJVAPCD	N

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## C. APPROVAL OF MINUTES

Chair

July 25, 2025, Executive Committee Meeting

Member Poythress, MCTC, moved to approve the minutes, which Vice Chair Vito Chiesa, StanCOG, seconded. The motion passed.

## D. DISCUSSION AND ACTION ITEMS

### 1. Budget, Policy, and Legislative Updates

Mitch Weiss

#### a. State

Mitch Weiss, Khouri Consulting, provided the following update:

- ✓ Legislature is in recess until August 18; session ends September 12.
- ✓ Budget bill signed in June; cap-and-trade largely preserved, but the Governor's request for expanded CalFire funding was reduced.
- ✓ Cap-and-trade (Cap-and-Invest) expires in 2030; negotiations are ongoing for 15-year extension.
- ✓ High-Speed Rail requested a minimum of \$1 billion annually (or 25% of revenues).
  - Current quarterly auction revenue: ~\$800M.
  - Guaranteeing \$1B strengthens bonding capacity but limits other programs (TIRCP, LCTOP, ATP).
- ✓ Risks exist for funding expansions outside high-speed rail.
- ✓ Board Q&A:
  - Discussion on revenue variability and impacts on other transportation programs.

#### b. Federal

##### 1. Budget, Policy, and Legislative Update

Jen Covino

Jen Covino, Covino, Smith, and Simon, provided the following update:

- ✓ Executive Order (Aug. 7, 2025): Requires senior appointees to oversee Federal grant review panels.
  - Standardizes review but allows termination of grants "for convenience"—introducing uncertainty for multi-year projects.
  - Applies universally to all Federal agencies and grants.
- ✓ Implications: Could disrupt continuity, complicate grant applications, and weaken long-term intergovernmental partnerships.
- ✓ Recommendation: Strengthen relationships with White House Intergovernmental Affairs (contacts: Christine Serrano Glassner, Alex Meyer).
- ✓ September Outlook:
  - Draft bills expected for next Surface Transportation Reauthorization.
  - Appropriations process moving forward; T-HUD bill includes rider prohibiting funds for California HSR projects tied to rescinded FRA grants.
  - FRA assessing potential reallocation of \$4B HSR funds to "viable passenger rail projects."
- ✓ Board Discussion:
  - Concerns about risk to Valley projects if tied to HSR.
  - Agreement on the importance of White House relationships.
  - Suggestion for informal networking with FRA officials (subject to ethical rules).



2. Report from the Directors' Committee - Retracted Federal High-Speed Rail Funding

Stacie Guzman, Directors' Committee Chair, MCAG, provided the following overview:

- ✓ Summarized actions taken since the prior meeting:
  - Staff and regional partners had multiple follow-up meetings with:
    - Regional Policy Council members,
    - San Joaquin Joint Powers Authority (SJPPA),
    - HSR leadership, and
    - Federal advocates Jen Covino and Gus.
- ✓ The Directors Committee met the day before this meeting and reached consensus to recommend a pause, not advancing a new project list tied to the \$4 billion.
- ✓ Funds in Dispute:
  - The \$4 billion remains impounded due to ongoing litigation between the HSR Authority and the FRA.
  - The dispute will likely last for years before any funds become available.
- ✓ Limited Political Path:
  - Reallocating funds to non-FRA projects would require 60 votes in the U.S. Senate, which is politically improbable.
  - Even in future reauthorization cycles, maintaining all \$4 billion in the Valley would be "highly unlikely."
  - Because of these two factors, Guzman recommended that the Executive Committee not pursue a project list and instead pause while maintaining advocacy for Valley rail investment.
- ✓ Georgiena Vivian, SJV Coordinator, displayed the current and proposed legislative platform language.
  - Previous Language: "Support preservation of High-Speed Rail funds for the project."
  - Proposed New Language: "Maintain investments in intercity passenger rail, including eligibility for high-speed rail projects that are effectively managed."
- ✓ Jen Covino, Covino, Smith, and Simon, stated this revision "threads the needle" — continuing support for rail investment while recognizing management and accountability concerns associated with HSR. She explained the wording gives the Valley flexibility and neutrality, allowing continued advocacy for rail without endorsing current HSR practices.
- ✓ Rudy Mendoza, Member, TCAG, supported the revision but suggested adding a short clause to show the Valley's openness to reallocating funds if circumstances change sooner than expected. He noted that the proposed language could indicate willingness to "work with the administration and legislature" if future opportunities arise to redirect funding within the Valley.
- ✓ Vito Chiesa, Vice Chair, StanCOG, agreed with the spirit of flexibility but recommended not adding speculative language at this time. He emphasized the group's ability to update the platform quickly if conditions change and encouraged focus on current, fundable projects, noting the platform is a living document that can be adjusted later.



- ✓ Stacie Guzman responded that the platform already reads “neutral and vanilla”, offering enough adaptability, and doubted an additional clause would materially change how congressional or federal partners interpret the Valley’s position.
- ✓ Jen Covino outlined a strategic approach for the upcoming Valley Voice advocacy trip:
  - Rather than focusing on the contested \$4 billion, delegates should:
  - Highlight other pending projects and grant applications before FHWA, FTA, and FRA.
  - Reference to the list of capital projects already included in the meeting agenda.
  - During meetings, use a “wink, wink, nudge, nudge” approach:
  - Acknowledge awareness of the HSR issue but reminded officials that other Valley projects are shovel-ready and deserve attention from other available funding sources.
  - Suggested framing the message as:
  - “Regardless of what’s happening with the \$4 billion, our communities have critical projects ready for investment today.”
- ✓ Jen Covino stressed the importance of maintaining positive relationships with both state and federal partners, particularly with FRA leadership and White House Intergovernmental Affairs.
- ✓ Rudy Mendoza agreed with Covino, emphasizing that relationship-building remains essential and stressed that the most productive conversations happen in person, such as at offices, receptions, and informal gatherings. He also reiterated the importance of elected leaders being “in the room” for candid, trust-building discussions.
- ✓ Vito Chiesa raised a concern that the phrase “high-speed rail projects that are effectively managed” might be misinterpreted as support for the Las Vegas–Brightline system rather than San Joaquin Valley projects.
- ✓ Jen Covino agreed and suggested specifying “in the Central Valley” to make the intent regionally explicit and reminded members that other states and regions are lining up to compete for the \$4 billion should it be released—meaning the Valley should focus on preserving passenger rail investments locally, not assuming all funds would return. She also reported that the FRA is reviewing other California grant agreements referencing HSR. She noted that some of these may face termination or suspension, especially for projects citing HSR in environmental or funding documents. She advised Valley agencies to review their own agreements to assess potential exposure or funding risk.
- ✓ Dan Leavitt, SJRRC/SJJPA, thanked Stacie Guzman for her accurate presentation and confirmed alignment with the Directors Committee’s consensus reached the previous day.
- ✓ The Chair confirmed that staff had received clear direction for finalizing the updated language and advocacy materials, noting the following:
  - ✓ No new project list will be developed for the disputed \$4 billion.
    - The legislative platform will adopt the new wording:
    - “Maintain investments in intercity passenger rail, including eligibility for high-speed rail projects that are effectively managed in the Central Valley.”
  - ✓ The group will emphasize:
    - Active federal funding pursuits for current Valley transportation projects.
    - Continued federal engagement and diplomacy during the Valley Voice trip.
    - Monitoring FRA actions and litigation outcomes.



## 2. Air Quality Issues (Conformity and SCS targets)

Stacie Guzman &   
Ryan Niblock

Stacie Guzman, Directors' Committee Chair, MCAG, introduced the item, and Ryan Niblock, SJCOP, provided a comprehensive overview of ongoing issues related to greenhouse gas reduction targets under Senate Bill 375 (SB 375) and their connection to Sustainable Communities Strategies (SCS) planning cycles.

- ✓ Each Metropolitan Planning Organization (MPO) must demonstrate reductions in per capita greenhouse gas emissions as part of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) updates every four years.
- ✓ The current cycle (2026 RTP/SCS) retains existing targets, but new targets will apply for the 2030 plan.
- ✓ A statewide working group convened by CalCOG, including MPOs and environmental advocacy organizations, is reviewing how SB 375 has functioned and identifying reforms to make air quality improvement strategies more practical and regionally sensitive.
- ✓ External ("exogenous") factors—such as declining population projections and regional job-housing imbalances—are negatively influencing per-capita GHG calculations.
- ✓ Lower growth forecasts mean fewer new households and limited opportunities to achieve emission reductions through compact development or mode shifts.
- ✓ Many strategies promoted by state and advocacy groups are more applicable to large metropolitan areas (e.g., San Francisco or Los Angeles) and not always practical in rural or valley regions.
- ✓ Niblock emphasized that Valley projects like rural highway safety improvements should not be penalized under GHG criteria since their induced demand effects are minimal and their safety and congestion benefits are substantial.
- ✓ Valley MPO staff continue to participate in the working group discussions to ensure rural and mid-sized regions' perspectives are represented.
- ✓ Robert Phipps, Vice Chair, Directors' Committee, FCOG, expanded on the issue, describing Fresno COG as the "canary in the coal mine" for the Valley, given its advanced modeling efforts for the 2026 SCS. Issues discussed:
  - Fresno COG currently cannot meet its assigned reduction target under existing conditions.
  - Failure to meet targets would require developing an Alternative Planning Strategy (APS), which could jeopardize SB 1 funding for transportation projects.
  - Major contributing factors include:
  - Population decline, an external condition outside local control.
  - Auto operating costs, which have fluctuated but remain unpredictable.
  - Modeling updates that, while technically necessary, inadvertently reduce achievable GHG reductions.
  - Fresno COG has initiated discussions with Dr. Tanya Pacheco-Werner (CARB representative from Fresno State) to verify and communicate these issues directly with state air quality officials.
- ✓ Vito Chiesa, Vice Chair, StanCOG, emphasized the need for clear, accessible explanations of how targets, modeling, and funding implications connect.
- ✓ Ryan Niblock provided a straightforward analogy - The state sets GHG reduction targets per person (per capita) for each county by 2035. If a region does not grow (no new residents or housing), there's no opportunity to achieve reductions through planning. Since the state recently reduced future population estimates, Valley regions face a math problem—fewer new people = fewer potential reductions. As a result, even aggressive planning won't meet targets, meaning Valley regions are penalized for conditions beyond their control.



- ✓ Ryan Niblock also stressed that policies effective in dense urban areas may not translate to rural counties, reinforcing the need for regionally tailored solutions rather than one-size-fits-all mandates.
- ✓ Robert Phipps agreed with Ryan Niblock's explanation and added that the same population-driven challenges will eventually affect other regions, including Sacramento and Southern California, once their growth slows. This shared problem could prompt statewide policy reform and SB 375 modernization, acknowledging the law's early successes while addressing its new limitations.
- ✓ Jay Schlosser, Kern COG, echoed the technical concerns but pushed for a more assertive advocacy message: that the Valley should deliver a direct, unified statement to CARB and legislators, affirming that SB 375 has improved air quality but now needs reform to avoid harming effective projects and urged the group to adopt plain, forceful language emphasizing that certain rural projects (e.g., highway lane additions) can still reduce emissions rather than increase them. He also called for developing a clear Valley position paper articulating these points.
- ✓ Mitch Weiss, Khouri Consulting, mentioned that his agency produced a white paper for a client on the central coast, suggesting improvements to SB 375 implementation. He offered to obtain and share the document with Valley representatives for reference, though humorously noting he would "double-check the executive summary" to ensure it was understandable.
- ✓ Rudy Mendoza, Member, TCAG, followed up by asking Ryan Niblock to identify the advocacy organizations involved in the CalCOG working group discussions.
- ✓ Ryan Niblock listed:
  - ClimatePlan
  - American Lung Association, noting that their participation has been collaborative, not adversarial — they are seeking to understand MPO challenges and technical realities.
  - Robert Phipps later added that Leadership Counsel for Justice and Accountability, Building Healthy Communities, NRDC, and Sierra Club are also typically involved in such statewide conversations.
- ✓ There was agreement to continue monitoring the CalCOG working group and share updates at future Executive Committee meetings.
- ✓ No formal action was taken, but a consensus formed around developing a Valley-wide position advocating for SB 375 reform that accounts for:
  - Population and demographic realities.
  - Rural transportation needs.
  - Protection of existing state funding programs (especially SB 1).

## E. OTHER ITEMS

### 1. Executive Committee Member Comments

Chair

No Member comments were provided.

## F. PUBLIC COMMENT

Chair

Jose Rodriguez, MCTC, provided the following comments:

- ✓ Concern Over Recent Developments:
  - He referenced ongoing discussions concerning the \$4 billion suspension of high-speed rail funding and the statewide conformity lockdown, both of which were major topics earlier in the meeting.
  - He recognized that these issues could have wide-ranging consequences for California's transportation network and regional coordination.
- ✓ Call for Broader Statewide Advocacy:

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- Jose urged the Regional Policy Council to begin advocating collectively with other policy councils across California, beyond the San Joaquin Valley.
- He emphasized that although regions often operate with distinct interests (a dysfunctional family with regional views), they remain united as Californians facing shared impacts from federal and state administrative actions.
- His message centered on the idea that “when you divide, you conquer,” warning that fragmentation weakens the ability of regional agencies to protect shared interests.

✓ Vision for Statewide Collaboration:

- He clarified that he was not proposing to merge or unify all councils, but rather to build an advocacy coalition that could respond as one voice when state or federal actions threaten regional programs or funding.
- He proposed pursuing alignment with the central, northern, coastal, and mountain regions of California on matters of mutual concern.
- He stressed that issues affecting one region—such as funding suspensions, conformity restrictions, or regulatory shifts—inevitably affect all regions.

## G. ADJOURN

Chair

Chair McDaniel adjourned the meeting at 10:20 am.

## H. CLOSED SESSION – Not Scheduled

Chair

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### Other Meeting Participants

Yes	No	Director   Agency	Yes	No	Director   Agency
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jay Schlosser   Kern COG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Michael Hanebutt, SJPPA
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Becky Napier   Kern COG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Gus Khouri   Khouri Consulting
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ben Kimball   TCAG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	David Gellman   Covino, Smith & Simon
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ben Giuliani   TCAG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aly Hernandez   Covino, Smith & Simon
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Steven Ingoldsby   TCAG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Georgiena Vivian   SJV Coordinator   VRPA Technologies
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Roberto Brady   TCAG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Carolina Ilic   VRPA Technologies
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Terri King   KCAG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Dena Graham   VRPA Technologies
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Robert Phipps   Vice Chair, Dir. Comm.   Fresno COG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jose Rodriguez, MCTC Board Member, Public Member
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Paul Herman   Fresno COG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Alice Rodriguez
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ofelia Abundez   Fresno COG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Simran Jhutti   Fresno COG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Brenda Thomas   Fresno COG			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Patricia Taylor   MCTC			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Dylan Stone   MCTC			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jeff Findley   MCTC			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stacie Guzman   Chair, Dir. Comm.   MCAG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Elizabeth Forte   MCAG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Meg Prince   MCAG			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Elisabeth Hahn   Stan COG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jean Foletta   StanCOG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jose Luis Caceres   StanCOG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monica Streeter   StanCOG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nick St. Cook   StanCOG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Diane Nguyen   SJCOG			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ryan Niblock   SJCOG			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Kim Anderson   SJCOG			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Samir Sheikh   SJVAPCD			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Mark Montelongo   SJVAPCD			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Stacey Mortensen   SJPPA			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dan Leavitt   SJPPA			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ahdel Ahmad   SJPPA			

**Americans with Disabilities Act (ADA) Accommodations** – The public meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the San Joaquin Valley Policy Council 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.

AGENDA ITEM D.1.a.

*State Budget, Policy, and Legislative Update*  
*October Bill Matrix*

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>AB 259 (Rubio) Open meetings: local agencies: teleconferences</b>	6/27/25  Senate Local Government  Two-year bill	This bill would extend the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings indefinitely.	<b>Support</b>
<b>AB 289 (Haney) State highway work zone speed safety program</b>	<a href="#">109/132</a> /25  <a href="#">Governor's DeskChapter 684, Statutes of 2025</a>	This bill would authorize Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill would require Caltrans to consult with the California Highway Patrol and other relevant stakeholders in developing the guidelines.	<b>Support</b>
<b>AB 377 (Tangipa) High-Speed Rail Authority: business plan</b>	7/30/25  Chapter 81, Statutes of 2025	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	<b>Watch</b>
<b>AB 314 (Arambula) Affordable Housing and Sustainable Communities Program: project eligibility</b>	5/23/25  Assembly Appropriations  Held in committee	This bill would make transit and active transportation capital projects and transit-oriented development projects near planned high-speed rail (HSR) stations eligible for funding under the Affordable Housing and Sustainable Communities Program and deems these projects to reduce greenhouse gas (GHG) emissions due to proximity to the HSR service, irrespective of when the station is operational.	<b>Support</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>AB 609 (Wicks)</b> <b>California Environmental Quality Act: exemption: housing development projects</b>	5/20/25 Senate Rules Two-year bill	This bill would provide a California Environmental Quality Act (CEQA) exemption for housing development projects on sites up to 20 acres, which meets specified criteria included that the site is located within an incorporated municipality or an urban area (as defined by the US Census Bureau), and the site has previously been developed with an urban use or at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. The bill also provides ventilation requirements for housing that is within 500 feet of a freeway.	<b>Watch</b>
<b>AB 650 (Papan)</b> <b>Planning and zoning: housing element: regional housing needs allocation</b>	<a href="#">109/135</a> /25 <a href="#">Vetoed</a> <a href="#">Governor's Desk</a>	This bill would extend various timelines in the regional housing needs determination and allocation (RHNA) and housing element process, requires the Department of Housing and Community Development (HCD) to provide specific analysis or text to local governments to remedy deficiencies in their draft housing elements, and allows local governments to deny applications for “builder’s remedy projects” during certain portions of the housing element review process. Amended to incorporate changes proposed in other bills (AB 507, 610, AB 1275, SB 340, and SB 486) and to indicate instances the relevant language would be operative.	<b>Watch</b>
<b>AB 736 (Wicks)</b> <b>The Affordable Housing Bond Act of 2026</b>	6/4/25 Senate Rules Two-year bill	This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.	<b>Watch</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>AB 891 (Zbur)</b> <b>Transportation: Quick-Build Project Pilot Program</b>	8/29/25  Senate Appropriations  Held in committee	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite the development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.	<b>Support</b>
<b>AB 954 (Bennett)</b> <b>STIP: bicycle highway pilot program</b>	9/3/25  Senate Floor  Inactive File	This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP).	<b>Watch</b>
<b>AB 1014 (Rogers)</b> <b>Traffic safety: speed limits</b>	<a href="#">109/39</a> /25  <a href="#">Chapter 287</a> , <a href="#">Statutes of 2025</a>  <a href="#">Governor's Desk</a>	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue warning citations for the first 30 days of a new lower speed limit.	<b>Watch</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1207 (Irwin)</b> <a href="#">Climate change: market-based compliance mechanisms: extension</a> <a href="#">Cap and Invest Extension</a>	9/1 <sup>93</sup> /25 <a href="#">Chapter 117, Statutes of 2025</a> <a href="#">Governor's Desk</a>	<p>This bill would extend the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It would also provide greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.</p>	<a href="#">Watch</a> <a href="#">Support</a>
<b>AB 1244 (Wicks)</b> <a href="#">California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program</a>	7/2/25 Senate Environmental Quality Two-year bill	<p>This bill allows a development project that is required to mitigate transportation impacts to elect to contribute an amount, at a price per vehicle miles travelled (VMT) determined by the Office of Land Use and Climate Innovation (LCI), to the Transit Oriented Development (TOD) Implementation fund for allocation to a local infill housing development.</p>	<a href="#">Watch</a>
<b>AB 1275 (Elhawary)</b> <a href="#">Regional housing needs: regional transportation plan</a>	<a href="#">109/1012</a> /25 <a href="#">Governor's Desk</a> <a href="#">Chapter 593, Statutes of 2025</a>	<p>This bill would require the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region with a council of government (COG) three years prior to the region's housing element update, instead of two years under existing law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each COG's final regional housing needs allocation (RHNA) plan.</p>	<a href="#">Watch</a>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1305 (Arambula)</b> <b>Air pollution control and air quality management districts: permit information: internet website</b>	5/23/25 Assembly Appropriations Held in committee	<p>This bill would require each air district, for all active permits required for equipment or processes that may release or control air pollutants and that require or required the use of one or more emission reduction credits, to use a template developed by the Office of Data and Innovation to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits. The bill would require the Office of Data and Innovation to consult with local community groups when determining how best to design the template so that air district permit information is presented in a specified manner. By adding to the duties of these districts, this bill would impose a state-mandated local program.</p>	<b>Oppose</b>
<b>AB 1421 (Wilson)</b> <b>Vehicles: Road Usage Charge Technical Advisory Committee</b>	3/13/25 Assembly Transportation Two-year bill	<p>This bill would extend the operation of the Road User Technical Advisory Committee from January 1, 2027, to January 1, 2035.</p>	<b>Watch</b>
<b>SB 30 (Cortese)</b> <b>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions</b>	<a href="#">109/1312</a> /25 <a href="#">Chapter 735</a> , <a href="#">Statutes of 2025</a> <a href="#">Governor's Desk</a>	<p>This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring Tier 0 or Tier 1 equipment for continued use after the public entity decommissions the equipment.</p>	<b>Watch</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>SB 71 (Wiener)</b> <b>California Environmental Quality Act: exemptions: transit projects</b>	<a href="#">109/132</a> /25 <a href="#">Chapter 742</a> , <a href="#">Statutes of 2025</a> <a href="#">Governor's Desk</a>	<p>This bill would remove the January 1, 2030 sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects; and expands the existing exemption to include changes to plans redesigning transit networks and for projects for micro transit, paratransit, shuttles, and ferries.</p>	<b>Support</b>
<b>SB 79 (Wiener)</b> <b>Local government land: public transit use: housing development: transit-oriented development</b>	<a href="#">109/1012</a> /25 <a href="#">Governor's Desk</a> <a href="#">Chapter 512</a> , <a href="#">Statutes of 2025</a>	<p>This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. Currently, zero emission trains have a CEQA exemption.</p>	<b>Watch</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>SB 239 (Arreguín)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	6/3/25 Senate Floor Placed on Inactive File Two-year bill	<p>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology.</p> <p>The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body.</p> <p>The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions</p> <p>This would apply to advisory committees.</p>	<b>Support</b>
<b>SB 318 (Becker)</b> <b>Air pollution: stationary sources: best available control technology: indirect sources</b>	5/23/25 Senate Appropriations Held in committee	<p>This bill would allow the State Air Resources Board (CARB) to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If CARB elects to exercise that authority, the bill would require they establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations. The fees are to be deposited in the Air Pollution Control Fund and made available to CARB upon appropriation by the Legislature. The bill would require CARB to establish a statewide reporting program to quantify emissions and annually collect related information from indirect sources of emissions.</p> <p>This bill would establish definitions for the terms “best available control technology” and “best available retrofit control technology” for purposes of the laws governing air pollution and would set forth various requirements for the determination of best available control technology. The bill also overhauls the permitting process conducted by air districts.</p>	<b>Oppose</b>

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>SB 445 (Wiener)</b> <b>Transportation: planning: complete streets facilities: sustainable transportation projects</b>	8/29/25  Assembly Appropriations  Held in committee	This bill would require Caltrans to develop and adopt project intake, evaluation, and encroachment review processes for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch
<b>SB 512 (Perez)</b> <b>District elections: initiatives</b>	<a href="#">109/1316</a> /25  <u>Vetoed</u> <u>Governor's Desk</u>	This bill would authorize the voters of any district that has authority to impose a transaction and use tax for transportation purposes to impose a retail transaction and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. The bill would also require that an initiative measure contain substantiative accountability standards, including, but not limited to the inclusion of a transportation expenditure plan that specifies the purposes for which the revenues will be used, but not including any procedural requirement such as a requirement that the expenditure plan be approved by local agencies.	Watch
<b>SB 545 (Cortese)</b> <b>High-Speed Rail: economic opportunities</b>	8/29/25  Assembly Appropriations  Held in committee	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	Support

**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
<b>SB 667 (Archuleta)</b> <b>Railroads: safety: wayside detectors: train length: emergency vehicle crossing</b>	4/29/25 Senate Transportation Two-year bill	<p>This bill requires a railroad corporation to operate a network of wayside detector systems on or adjacent to any track used by a freight train. By mandating comprehensive detection coverage and communication protocols, it attempts to enhance California's ability to detect potential equipment failures before they result in catastrophic incidents. The bill requires a maximum length of 7,500 feet for certain trains in California operating on any part of a main line or branch line in this state. This would apply to trains whose travel originates in California, as well as a train that stops to add or remove cars in California prior to its final destination. The bill requires that stationary trains blocking at-grade railroad crossings be cut, separated, or moved to allow passage of emergency vehicles. While this bill is intended to enhance safety, it may harm freight operations and, ultimately, slots for passenger rail service if enacted.</p>	<b>Watch</b>

<b>SB 707 (Durazo)</b> <b>Open meetings: meeting and teleconference requirements</b>	<a href="#">109/32/25</a> <a href="#">Chapter 327, Statutes of 2025 Assembly Floor</a>	<p>As amended on September 5, this bill includes, among other proposed changes, new public access and participation requirements, new exemptions from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, extensions of exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances.</p> <p>This bill would require the translation of agendas for “eligible legislative bodies” into languages, as specified. This provision defines eligible legislative bodies based on city and county populations, and for special districts, the number of employees (1,000 or more), the number of employees (more than 200) and population (600,000 or more), population, or revenue (\$400,000,000 annually).</p> <p>This bill would also extend to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances”, and expands “just cause” to include military service.</p> <p>The bill would expand the requirement for a legislative body to orally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to also include a department head or similar administrative officer of the local agency.</p> <p>This bill would allow an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including, but not limited to, that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. Additionally, the bill would limit the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body meeting once per month, that limit would be two meetings per year. This section would only remain in effect until January 1, 2030.</p>	<a href="#">Watch</a>
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**SJVRPC Bill Matrix – September-October 2025**

Measure	Status	Bill Summary	Recommended Position
		This bill would clarify that the existing authority of a legislative body to remove or limit participation of a disruptive individual also applies to members of the public participating remotely.	
<b>SB 752 (Richardson)</b>  <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	5/23/25  Senate Appropriations  Held in Committee	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	<b>Support</b>
<b>SB 840 (Limón, et al.)</b>  <b>Greenhouse gases: Greenhouse Gas Reduction Fund Expenditure Plan</b>	9/1 <u>95</u> /25  <a href="#">Chapter 121, Statutes of 2025 Governor's Desk</a>	This bill would establish a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs.  The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.	<b>Watch</b>