

Chair
Supervisor Daron McDaniel
Merced County



Vice Chair
Supervisor Vito Chiesa
Stanislaus County

San Joaquin Valley Regional Policy Council Executive Committee

Friday, February 13, 2026
9:00 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 10th Street, 6th 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. 18th Street
Merced, CA 95340

Tulare County Association of Governments

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

Stanislaus Council of Governments

8607 John Fox Rd, Hughson, CA 95326

Stanislaus Council of Governments

1111 I Street
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 gvivian@vrpatech.com prior to the meeting to determine which physical locations will be utilized.

Zoom Meeting:

<https://us06web.zoom.us/j/82947167115?pwd=9Um4bMWxSUSYqdBYllgK2nW00fgvdZ.1>

Meeting ID: 829 4716 7115

Passcode: 553760

Phone only: 1 (669) 444-9171

<u>Agenda Item</u>	<u>Speaker</u>	<u>Enclosure</u>
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)
Madera County Transportation Commission (MCTC)					
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	
Merced County Association of Governments (MCAG)					
Member – Chair	Daron	McDaniel	Supervisor, District 3	County of Merced	
Alternate	Matthew	Serratto	Mayor	City of Merced	
Alternate	Scott	Silveira	Supervisor, District 5	County of Merced	
Stanislaus Council of Governments (StanCOG)					
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	
Tulare County Association of Governments (TCAG)					
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	
San Joaquin Valley Air Pollution Control District (SJVAPCD)					
Member	Samir	Sheikh	Executive Director	SJVAPCD	
Alternate	Mark	Montelongo	Director of Policy & Governmental Affairs	SJVAPCD	

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Agenda Item	Speaker	Enclosure
C. APPROVAL OF MINUTES	Chair	<input checked="" type="checkbox"/>
1. December 8, 2025, Executive Committee Meeting		
D. ELECTION OF POLICY COUNCIL CHAIR AND VICE CHAIR	Chair	<input type="checkbox"/>
E. DISCUSSION AND ACTION ITEMS		
1. Discussion: Budget, Policy, and Legislative Updates		
a. State		
1) <i>Legislative Update</i>	<i>Gus Khouri</i>	<input type="checkbox"/>
2) <i>Valley Voice Sacramento – March 3-4, 2026</i>		
A) Event Status	<i>Gus Khouri & Georgiena Vivian</i>	<input type="checkbox"/>
B) Legislative Platform – Discuss CHSRA Business Plan Approach	<i>Stacie Guzman</i>	<input type="checkbox"/>
C) Preliminary Itinerary and Speaker Assignments (Approved Platform is also attached for reference)	<i>Gus Khouri</i>	<input checked="" type="checkbox"/>
b. Federal		
1) <i>Legislative Update</i>	<i>Jen Covino</i>	<input type="checkbox"/>
2) <i>Washington D.C Valley Voice Travel/Session Dates</i>	<i>Georgiena Vivian</i>	<input type="checkbox"/>
2. Discussion: 2027 San Joaquin Valley Policy Conference – Madera County/MCTC Host – Review Alternative Conference Dates	<i>Patricia Taylor</i>	<input type="checkbox"/>
3. Discussion: RTP/SCS Updates and Air Quality Issues		
a. SB 375 – 2026 GHG Reduction Targets	<i>Ted Smalley</i>	<input type="checkbox"/>
b. Clean Air Act Waiver Recission – Lockdown/Endangerment Finding Update	<i>Ryan Niblock Alex Marcucci</i>	<input type="checkbox"/>
4. Discussion/POSSIBLE ACTION: Road User Charge/Transportation Funding Conversion Issue, Including an Executive Committee Position or Recommendation to the Policy Council	<i>Member Robert Poythress Gus Khouri</i>	<input type="checkbox"/>
5. Continued Review: Draft 2026/27 SJV Overall Work Program (OWP)	<i>Georgiena Vivian</i>	<input checked="" type="checkbox"/>
6. Discussion/Review: April 30, 2026 – May 1, 2026, Policy Council and Directors’ Committee Retreat – Preliminary Program	<i>Georgiena Vivian</i>	<input checked="" type="checkbox"/>
F. OTHER ITEMS		<input type="checkbox"/>
1. Future Meetings/Agenda Items:		
a. Policy Council – February 27, 2026		
b. Directors’ Committee – March 5, 2026		
c. Executive Committee – March 27, 2026		
d. Directors’ Committee – April 2, 2026	<i>Georgiena Vivian</i>	<input type="checkbox"/>
e. Policy Council – April 24, 2026		
f. Directors’ Committee – May 7, 2026		
g. Executive Committee – May 22, 2026		

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h. Directors' Committee – June 4, 2026

i. Policy Council – June 26, 2026

2. Executive Committee Member Comments

Members

G. PUBLIC COMMENT

Chair

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.

H. ADJOURN

Chair

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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 SJJPA
<input type="checkbox"/>	<input type="checkbox"/>	Ted Smalley TCAG	<input type="checkbox"/>	<input type="checkbox"/>	Gus Khouri Khouri Consulting
<input type="checkbox"/>	<input type="checkbox"/>	Terri King KCAG	<input type="checkbox"/>	<input type="checkbox"/>	Mitch Weiss Khouri Consulting
<input type="checkbox"/>	<input type="checkbox"/>	Robert Phipps Vice Chair, Directors' Committee Fresno COG	<input type="checkbox"/>	<input type="checkbox"/>	Jen Covino Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Patricia Taylor MCTC	<input type="checkbox"/>	<input type="checkbox"/>	David Gellman Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Stacie Guzman Chair Directors' Committee MCAG	<input type="checkbox"/>	<input type="checkbox"/>	Aly Hernandez Covino, Smith & Simon
<input type="checkbox"/>	<input type="checkbox"/>	Elizabeth Forte MCAG	<input type="checkbox"/>	<input type="checkbox"/>	Georgiena Vivian SJV Coordinator VRPA Technologies
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<input type="checkbox"/>	<input type="checkbox"/>	Ryan Niblock SJCOG			
<input type="checkbox"/>	<input type="checkbox"/>	Mark Montelongo SJVAPCD			

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AGENDA ITEM C.1.

December 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

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Member	Samir	Sheikh	Executive Director	SJVAPCD	Y
Alternate	Mark	Montelongo	Director of Policy & Governmental Affairs	SJVAPCD	N

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Agenda Item	Speaker	Enclosure
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C. APPROVAL OF MINUTES

Chair

- 1. November 21, 2025, Executive Committee Meeting (Minutes to be forwarded by Friday, December 5)

Member Mendoza, TCAG, made the motion to approve the minutes, which Member Poythress, MCTC, seconded.

D. DISCUSSION ITEMS

- 1. Budget, Policy, and Legislative Updates *Gus Khouri*
 - a. State*

Mitch Weiss, Khouri Consulting, State Legislative Advocate, provided a high-level situational update. The dominant theme of the update was the State of California’s worsening fiscal outlook and the uncertainty it creates for transportation and related programs.

Key points Mitch communicated:

- ✓ The Legislative Analyst’s Office (LAO) is projecting an \$18 billion state budget deficit.
- ✓ The deficit is larger than previously anticipated, indicating deteriorating fiscal conditions.
- ✓ The projection creates a wait-and-see environment for agencies and stakeholders.

Mitch emphasized that the group is in a holding pattern until the Governor releases the proposed state budget. Key timing issues:

- ✓ The Governor’s proposal is expected by January 10.
- ✓ That proposal will reveal the state’s strategy for addressing the deficit.

Mitch carefully signaled concern without speculation and stated that:

- ✓ The group hopes the deficit will not significantly impact their work.
- ✓ There is real potential for impacts.
- ✓ The organization may need to react and engage in conversations once the budget details are known.

This suggests anticipation of:

- ✓ Possible funding reductions.
- ✓ Policy shifts.
- ✓ Need for advocacy or response strategy.

The Chair acknowledged reading about the deficit and commented on the state’s ongoing budget issues.

- 2. **Federal** *Jen Covino*

Jen Covino, Covino, Smith, and Simon, Federal Legislative Advocate, opened with a reminder that the U.S. Department of Transportation released the Notice of Funding Opportunity (NOFO) for the BUILD Discretionary Grant Program, which supports multimodal transportation projects of regional or local significance.

Key details:

- ✓ Application deadline: February 24
- ✓ Maximum award: \$25 million for both capital and planning projects
- ✓ Minimum award:

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- \$1 million for rural capital projects
- \$5 million for other capital projects
- No minimum funding floor for planning grants

Agencies were encouraged to notify the team if they plan to apply so projects can be flagged and supported through advocacy efforts.

- ✓ Housing legislation setback (TOD component removed)

Jen then discussed recent developments related to the National Defense Authorization Act (NDAA).

Key points:

- ✓ The NDAA had been considered a possible vehicle for the Roads to Housing Act.
- ✓ That housing legislation contained important provisions promoting transit-oriented development (TOD) tied to the FTA Capital Investment Grant program.
- ✓ Those provisions were ultimately removed during final negotiations, meaning the housing package is now stalled.

Result:

- ✓ Stakeholders are essentially back to square one on federal housing/TOD legislation for now.

Jen provided an update on the federal legislative calendar and funding outlook.

Key takeaways:

- ✓ Congress is focused on passing the defense bill, leaving little time for other priorities.
- ✓ The FY26 Transportation–HUD appropriations bill is unlikely to be completed until after the New Year.

This signals:

- ✓ Continued uncertainty for federal transportation funding.

Jen was asked about the status of the farm-to-market roads bill and explained:

- ✓ Surface transportation reauthorization has been delayed due to:
 - A prolonged government shutdown
 - Year-end legislative priorities
- ✓ The Transportation & Infrastructure Committee is not expected to release its draft reauthorization bill until Q1 2026.

Important details:

- ✓ This reauthorization bill is the likely legislative vehicle for farm-to-market roads.
- ✓ Congressional delegation members have been engaged and are advocating for inclusion.
- ✓ More clarity is expected January–February.
- ✓ Long timeline for federal transportation reauthorization

Jen emphasized that once draft legislation is released:

- ✓ The process will likely take months or longer.
- ✓ There will be:
 - Committee amendments
 - House–Senate reconciliation
 - Opportunities for stakeholder engagement and testimony.

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Jen also noted:

- ✓ Expectations are declining that Congress will complete reauthorization before the current law expires next September.

However:

- ✓ Agriculture and goods movement are receiving strong congressional emphasis, which is positive for regional priorities.

Jen concluded by offering:

- ✓ Help arranging meetings with congressional offices
- ✓ Opportunities to testify or engage once the process begins
- ✓ Flexibility for in-person or virtual meetings with federal officials.

3. RTP/SCS Updates and Air Quality Issues

a. SB 375 – 2026 GHG Reduction Targets

Ted Smalley

b. Clean Air Act Waiver Recission – Lockdown/Endangerment Finding Update

Ryan Niblock

Alex Marcucci

Robert Phipps, Fresno COG, Vice Chair, Directors' Committee, provided an update explaining that San Joaquin Valley MPOs continue to face challenges meeting SB 375 greenhouse gas (GHG) reduction targets in coordination with CARB.

Key concerns:

- ✓ Required Vehicle Miles Traveled (VMT) reductions are difficult to achieve.
- ✓ The concept of induced demand is heavily influencing target-setting.
- ✓ There is concern about whether current expectations are realistic while maintaining economic growth in the Valley.

Some MPOs may struggle to meet targets, and this issue has been elevated to the top priority in the legislative platform.

The Valley is advocating for:

- ✓ Practical and equitable solutions
- ✓ Recognition of investments already made in transit, biking, and pedestrian infrastructure.

There was positive news on transportation conformity:

- ✓ EPA approved EMFAC2021 off-model adjustment factors, lifting restrictions that were limiting project advancement.
- ✓ This removes immediate risk to transportation projects.

However:

- ✓ Additional testing is underway.
- ✓ Some counties may still need future SIP revisions.

Stanislaus and Tulare counties were specifically mentioned as likely to face continued challenges.

CARB is projecting:

- ✓ Lower future auto operating costs due to EV adoption.

Valley agencies believe:

- ✓ Costs may not drop as much as projected.
- ✓ Population growth and these assumptions make meeting targets more difficult.

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These issues will be a major focus of the Valley Voice meeting.

Samir Sheikh, SJVAPCD, provided a critical update on PM2.5 planning and federal action.

- ✓ The region cannot meet the PM2.5 standard by 2025.
- ✓ The adopted plan includes a 5-year extension request to 2030.
- ✓ EPA has not yet approved the extension.

Risk if not approved:

- ✓ EPA could issue a Finding of Failure to Attain.
- ✓ This would trigger:
 - New planning requirements
 - Transportation and permitting sanctions.

The region is preparing a coordinated advocacy strategy to secure EPA approval.

A participant reported that CARB Board Member Dr. Ortiz-Legg is supportive and seeking additional information to advocate for the region.

Discussion also covered potential changes to CAFE fuel economy standards.

Concerns:

- ✓ Proposed reductions in fuel economy standards could increase emissions.
- ✓ Federal actions already affecting modeling include:
 - Ending California EV mandate
 - Eliminating CAFE penalties
- ✓ State modeling may not yet reflect these changes, which could create future planning challenges.

4. Discuss, Review, and Comment on the Draft State Legislative Platform Gus Khouri

The group reviewed and discussed updates to the draft State Legislative Platform, with Mitch Weiss presenting the key revisions.

- ✓ Key updates to the platform
- ✓ Housing language removed

Language related to housing was removed following prior feedback.

- ✓ Stronger focus on protecting transportation funding

The platform now emphasizes:

- ✓ Reconciling transportation funding eligibility with environmental and conformity mandates.
- ✓ Ensuring the region remains eligible for state funding and can continue delivering projects.

This reflects the Valley's ongoing concerns about conformity, air quality, and the impacts of SB 375.

New language highlights the need for:

- ✓ Flexibility for small and medium MPOs
- ✓ Recognition that regions face different challenges in meeting state standards.

The platform now includes support for several funding areas:

- ✓ Cap-and-Invest research funding

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- ✓ Newly available research funding is highlighted.

FARMER program

- ✓ Continued emphasis on agricultural and goods-movement funding.

Protection of traditional transportation funding

- ✓ Added language opposing diversion of STEP and SHOPP funding to non-transportation uses.

Passenger rail and High-Speed Rail

- ✓ Continued emphasis on funding Valley rail projects, including the Merced-to-Bakersfield high-speed rail segment.

Gus added important funding context:

- ✓ The Valley cannot rely on the state General Fund for transportation.
- ✓ The state still owes SB 125 transit funding commitments.
- ✓ Cap-and-Trade (Cap-and-Invest) auction revenues are declining, creating funding uncertainty.
- ✓ The strategy is to identify every possible funding opportunity to help deliver projects.

He also confirmed:

- ✓ The Valley Voice trip to Sacramento is scheduled for March 4.

Member Poythress, MCTC, made the motion to approve the Platform, which Member Sheikh, SJVAPCD, seconded.

E. OTHER ITEMS

1. Executive Committee Member Comments Members

Member Mendoza reported attending a League of Cities Board of Directors meeting, where statewide priorities for the year were selected.

Key points:

- ✓ Transportation remains a top statewide priority among cities.
- ✓ There is recognition that the San Joaquin Valley is making strong transportation progress.
- ✓ Suggestion to consider building a broader statewide coalition aligned with Valley transportation goals. This signals potential future advocacy coordination and partnership opportunities.

F. PUBLIC COMMENT

Chair

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.

There were no public comments provided.

E. ADJOURN

Chair

The meeting was adjourned at 9:59 AM.

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Other Meeting Participants

Yes	No	Director Agency	Yes	No	Director Agency
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AGENDA ITEM E.1.A.2.c.

***Sacramento Valley Voice – March 4, 2026 Sessions
and Itinerary Approved State Legislative Platform***

Preliminary Itinerary

Wednesday, March 4, 2026

Valley Voice

8:30 am – 9:00 am	Pre-Briefing w/ Gus Khouri 1021 O Street, Conference 4100
9:00 am – 9:30 am	Open- Bains? Wilson? Cortese? Grove? 1021 O Street, Conference Room TBD
9:30 am – 10:00 am	Assemblymember Stan Ellis (Kern, Tulare) 1021 O Street, Conference Room TBD
10:00 am – 10:30 am	Assemblymember Esmeralda Soria (Madera, Merced, Fresno) 1021 O Street, Conference Room TBD
10:30 am – 11:00 am	Assemblymember Alexandra Macedo (Fresno, Kings, Tulare) (staff) 1021 O Street, Conference Room TBD
11:00 am – 11:30 am	Open- Bains? Wilson? Cortese? Hacker? Grove?
11:30 am – 12:00 pm	Senator Melissa Hurtado (Fresno, Kern, Kings, Tulare) 1021 O Street, Conference TBD
12:00 pm – 1:15 pm	Lunch – Wilson? Cortese? Hacker? Mayahuel, 1200 K Street
1:30 pm – 2:00 pm	Assemblymember David Tangipa (Fresno, Madera) 1021 N Street, Conference Room 5400
2:00 pm – 2:30 pm	Assemblymember Rhodesia Ransom (San Joaquin) 1021 O Street, Conference Room 4100
2:30 pm – 3:00 pm	Senator Jerry McNerney (San Joaquin) 1021 O Street, Conference Room 4100
3:00 pm – 3:30 pm	Assemblymember Juan Alanis (Merced, Stanislaus) 1021 O Street, Conference Room 5400

San Joaquin Valley Regional Policy Council

2026 State Legislative Priorities

Issue	Goal	Strategy
<p>1. Pragmatically Address Air Quality, Equity, and Mobility Goals Through Operational Improvements, and without compromising economic activity</p>	<p>Protect transportation funding by reconciling conformity to environmental mandates</p> <p>Support stable, equitable, and environmentally conscious state funding of alternatives to petroleum fuel sources to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Prioritize feasible implementation strategies for State and regional climate goals to improve air quality and mobility.</p> <p>Pursue innovative and pragmatic solutions to address climate and mobility Goals.</p> <p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Monitor the implementation of SB 743, AB 285, and discussion on amending SB 375 and protect the ability to continue addressing congestion</p>	<p>SJVRPC will strongly advocate for the California Air Resources Board to expedite adoption of a State Implementation Plan to conform with the Clean Air Act and protect planned projects from being delayed or restricted.</p> <p>SJVRPC supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers. Distribution should respect San Joaquin Valley's vital role in maintaining system integrity and providing mobility options. This includes continuing to monitor the Road User Charge Technical Advisory Committee's activities.</p> <p>SJVRPC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible while also working towards completing key highway projects that enhance safety and support goods movement, tourism, disaster response, military operations, and general economic vitality</p> <p>SJVRPC will work to ensure that efforts to reduce greenhouse gas emissions account for opportunities and limitations within the region due to socioeconomic disadvantages, geographical considerations, the jobs-housing imbalance, the lack of density, and the profile of the regional economy. SJVRPC will oppose efforts to continually revise emissions targets, which undermine previous investments and condition competitiveness for state funding beyond what is achievable for the region.</p> <p>SJVRPC will also work with organizations such as the California Association of Councils of Governments (CALCOG), California League of Cities, California State Association of Counties, and Self-Help Counties Coalition (SHCC), Cal Chamber, among others, to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region. This includes supporting legislation to allow small to medium-sized metropolitan planning organizations greater flexibility in complying with state air quality standards so that solutions regarding population density, vehicle miles traveled, and housing are emblematic of a region's geography, demographics, travel patterns, and availability of alternative modes.</p>

Issue	Goal	Strategy
	<p>management and safety on the state highway system, without compromising economic activity</p> <p>Restore FARMER funding to accelerate air quality goals.</p> 	<p>SJVRPC will also support greater regional and geographic appropriate investments into transit priority projects, operational improvements such as telecommuting, vanpools, shipping more freight via rail, availability of more e-bikes, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p> <p>SJVRPC will work with organizations such as CALCOG and SHCC, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743 and AB 285 recommendations and the impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</p> <p>SJVRPC will work with CALCOG to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375 to support the construction of affordable housing in the region.</p> <p>SJVRPC will also continue to pursue revenue made available through the Cap and Invest, Active Transportation Program, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs, and any new funding programs that target improving air quality. This includes pursuing a portion of the \$85 million made available in SB 840 of 2025 to support climate-focused technological innovation, related research, and the deployment of climate solutions identified in the California Air Resources Board scoping plan.</p> <p>SJVRPC will advocate for \$200 million be included in this year's budget or from excess Cap and Invest auction revenues for the FARMER Program, and annually over the next five years, to achieve critically needed air quality and GHG emission reductions. The FARMER program's strong demand has resulted in over \$700 million in pending applications. If funded, these projects would deliver highly cost-effective ozone and PM2.5-forming NOx, cancer-causing diesel particulate matter, and greenhouse gas emissions.</p> <p>SJVRPC will support efforts to maintain local control for air districts and oppose efforts to enact redundant, costly oversight to meet air quality goals.</p>
<p>2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety,</p>	<p>SJVRPC will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughout on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan. This will also maximize the return on previous state and local investments.</p>

Issue	Goal	Strategy
	<p>congestion management, and goods movement.</p> <p>Advocate for a successor source to the gas tax to ensure stability and predictability of funding.</p> <p>Ensure that CSIS allows investments to enhance safety and goods movement on state highway system.</p>	<p>SJVRPC will advocate to protect traditional sources of funding, such as the SHOPP, and ITIP program for their intended purpose to ensure that resources are made available to address highway safety, maintenance, preservation, and goods movement needs. Additional resources for mode-shift priorities, such as bicycle and pedestrian projects, or climate resiliency projects, should be pursued through accessing excess Cap and Invest auction revenues or Proposition 4 grant opportunities.</p> <p>SJVRPC will monitor Road User Charge Technical Advisory Committee’s activities and consider sponsoring legislation to implement a successor source to the gas tax and advocating for the restoration of truck weight fees to ensure predictable, stable funding, and consider additional resources to expedite project delivery.</p> <p>SJVRPC will advocate to ensure that goals expressed in the Caltrans System Investment Strategy (CSIS) does not limit the ability to address safety and goods movement projects on the state highway system, while enhancing the Region’s Economic Vitality</p>
<p>3. Access Transit Funding</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p> <p>Stabilize and increase transit funding levels.</p> <p>Protect and augment existing programs to encourage mode-shift.</p>	<p>SJVRPC 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 flexibility to continue accessing funding to maintain and expand service.</p> <p>SJVRPC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting additional funding for operations.</p> <p>SJVRPC will advocate for increased, ongoing transit operations and capital funding, either through existing programs or longer-term programs, including updates to TDA and a successor to the sales tax on diesel, to provide predictable and stable funding.</p> <p>SJVRPC will advocate to protect and acquire the remaining balance of SB 125 formula funds provided by the legislature for operations and capital needs.</p> <p>SJVRPC will also advocate for a portion of the new \$125 million pot set aside for free transit passes to assist with meeting regional mobility options for Valley residents.</p> <p>SJVRPC will also support extending exemptions or revising requirements to meet farebox recovery ratio requirements, which expire on July 1, 2026, per AB 149 of 2021, to maintain and expand transit service.</p>

Issue	Goal	Strategy
<p>4. Enhance Passenger Rail Infrastructure and Service</p>	<p>Provide enhanced passenger rail service to better connect the San Joaquin Valley to Sacramento, the Bay Area, and Southern California.</p> <p>Maintain and increase funding for commuter and intercity passenger rail for ACE, San Joaquins, and Valley Link.</p> <p>Pursue funding opportunities made available through CalSTA.</p>	<p>SJVRPC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, ACE, San Joaquins, Valley Link, BNSF, and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents.</p> <p>SJVRPC will continue to diligently work on establishing extended commuter/intercity rail and high-speed rail service, to provide enhanced mobility options and connectivity, reduce vehicle miles traveled, greenhouse gas emissions, and the impacts of congestion on SR 99, and expand equitable transportation options for San Joaquin Valley residents.</p> <p>SJVRPC supports the dedication of excess Cap and Invest Program auction revenues to create a supplemental pot that supports passenger rail service opportunities (capital and operations) along the San Joaquin Valley.</p> <p>SJVRPC will advocate to increase, recalibrate, and acquire funding from CalSTA through the State Rail Assistance (SRA) and TIRCP to help expedite delivery of multimodal options and meet 2030 climate goals.</p> <p>SJVRPC supports the Governor’s plan for further passenger rail investments, the 2024 California State Rail Plan, and CHSRA’s 2024 Business Plan to complete the Early Operating Segment between Merced and Bakersfield between 2030 and 2033. Together, these plans will link high-speed rail with investments for extended ACE commuter service between Stockton, San Jose, Sacramento, and Merced; expanded San Joaquin intercity rail service in the valley, Valley Link passenger rail service between Dublin/Pleasanton BART and Mountain House, and future expansion of passenger service north to Chico. These many passenger rail investments are critical for Valley communities and help promote local and regional coordination efforts around station-area planning, station design, and increase connectivity to align with the region’s priorities for project delivery and enhanced mobility in the San Joaquin Valley.</p> <p>SJVRPC supports accountability measures, included in AB 377 of 2025, and beyond, to ensure that delivery of the Merced to Bakersfield segment is completed on budget and in a timely manner, and considers impacts to communities along the corridor.</p>

AGENDA ITEM E.5

Draft 2026/27 SJV Overall Work Program

SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL



OVERALL WORK PROGRAM FY 2026-27



San Joaquin Valley Regional Policy Council Members and Staff, July 2026

Merced County Association of Governments (MCAG)

Supervisor Daron McDaniel, Merced County - **CHAIR, POLICY COUNCIL**

Mayor, Matthew Serratto, City of Merced

Alternate: Supervisor Scott Silveira, Merced County

**STAFF: Stacie Guzman, Executive Director.
Chair, Directors' Committee**



Stanislaus Council of Governments (StanCOG)

Supervisor Vito Chiesa, Stanislaus County - **VICE CHAIR, POLICY COUNCIL**

Councilmember Rosa Escutia-Braaton, City of Modesto

Alternate: Supervisor Buck Condit, County of Stanislaus

STAFF: Kate Miller, Interim Executive Director



Fresno Council of Governments (Fresno COG)

Mayor Alma Beltran, City of Parlier

Councilmember Gary Yep, City of Kerman

Alternate: Mayor Pro Tem Bill Nijjer, City of Kerman

STAFF: Robert Phipps, Executive Director, Vice Chair, Directors' Committee



Kern Council of Governments (Kern COG)

Supervisor David Couch, Kern County

Mayor Saul Ayon, City of McFarland

Alternate: **Mayor Pro Tem Cathy Prout, City of Shafter**

STAFF: Jay Schlosser, Executive Director



Kings County Association of Governments (KCAG)

Mayor Alvaro Preciado, City of Avenal

Supervisor Doug Verboon, Kings County

Alternate: **Mayor Patricia Matthews, City of Lemoore**

STAFF: Terri King, Executive Director



Madera County Transportation Commission (MCTC)

Supervisor Robert Poythress, Madera County
Councilmember Jose Rodriguez, City of Madera
Alternate: Councilmember Waseem Ahmed, City of Chowchilla
STAFF: Patricia Taylor, Executive Director



San Joaquin Council of Governments (SJ COG)

Mayor Gary Singh, City of Manteca
Supervisor **Robert Rickman, San Joaquin County**
STAFF: Diane Nguyen, Executive Director



San Joaquin Joint Powers Authority (SJPA)

Ahdel Ahmed, Public Relations Manager



San Joaquin Valley Air Pollution Control District (SJVAPCD)

Samir Sheikh, Executive Director
Alternate: **Mark Montelongo, Director, Policy, and Government Affairs**



Tulare County Association of Governments (TCAG)

Mayor Rudy Mendoza, City of Woodlake
Supervisor Dennis Townsend, Tulare County
Alternate: Councilmember Linda Launer, City of Dinuba
STAFF: Ted Smalley, Executive Director



Introduction

The San Joaquin Valley covers over 27,000 square miles and encompasses the eight-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin counties. Since 1992, the San Joaquin Valley Regional Planning Agencies (RPAs) have coordinated planning activities involving interregional issues, including air quality conformity, goods movement, funding for regional transportation projects, legislative advocacy, and Sustainable Communities Strategies.

Planning efforts of Valleywide importance are conducted among the eight RPAs through the San Joaquin Valley Regional Agencies' Directors' Committee (Directors' Committee) and the San Joaquin Valley Regional Policy Council (Policy Council), a governing board including elected officials from each Valley RPA and the Executive Director of the San Joaquin Valley Air Pollution Control District (Air District), and the Executive Director of the San Joaquin Joint Powers Authority (SJJA). In Fiscal Year (FY) 2021-22, government affairs contracts for state and federal representation were implemented for the Policy Council.

The FY 2026-2027 Valleywide Overall Work Program (OWP) is a summary document that details major coordinated activities in which all eight regional planning agencies, along with the Air District and SJJA, are actively engaged. The Valleywide OWP does not replace the need or requirements of each RPA to conduct its own OWP; instead, it is a planning and budgeting tool for shared Valleywide activities.

Note: The terms Regional Planning Agency (RPA), Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and Council of Governments (COG) are used interchangeably throughout this document.

Current Valleywide Major Activities

1. MAJOR HIGHWAYS AND INTERSTATES

Objective: To develop and foster regional coordination and prioritization for improving State Route 99 (SR 99), Interstate 5 (I-5), and other regionally significant corridors.

Lead: Kern COG, MCAG, TCAG, MCTC

The RPAs work closely with Caltrans and other stakeholders to prioritize funding for SR 99 and other major highways and interstates. The 99 Business Plan helped the Valley achieve dedicated funding for SR 99 through Proposition 1B in 2006, the only transportation earmark in the bond placed before the voters. Caltrans Districts 6 and 10 have updated the 99 Business Plan and Master Plan and worked with the RPAs on project selection and funding alternatives. The Directors, working in close consultation with Caltrans District 6 and 10 staff, routinely meet to discuss continued project planning and funding using Senate Bill 1 (SB1), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and other funding strategies.

In recent years, multiple funding requests related to SR 99 improvements have been made, including State Transportation Improvement Program (STIP) and SB1, as well as federal grant funding awards for the Tulare, Merced, and Madera segments.

Additionally, Caltrans initiated the **State Route 99 Comprehensive Multimodal Corridor Plan (CMCP)** to identify a broad range of multimodal opportunities for improving and enhancing the SR 99 corridor and for developing a stakeholder-shared vision and implementation plan for the corridor that aligns with state goals to reduce greenhouse gas (GHG) emission and passenger vehicle miles traveled (VMT) and increase freight reliability and throughput for inclusive economic development. The CMCP is a prerequisite for additional state funding for SR 99 capital projects. **The final CMCP was published by Caltrans in November 2025.**

Activities for FY 2026-2027:

- Continue to advocate for completing the SR 99 system, with at least six lanes of travel throughout the San Joaquin Valley, including non-**single occupant vehicle (SOV)** and truck lanes, which the CMCP is considering.
- **The regional agencies, Caltrans, and other affected agencies will continue to improve, develop, and implement the initiatives and programs suggested in the SR 99 CMCP. Caltrans will maintain communication with stakeholders, including representatives from regional and local agencies, industry, tribal organizations, and corridor residents, to assist in refining recommended strategies as they move from planning to implementation.** Participate in and lead discussions with the Regional Policy Council, the California Transportation Commission, legislators, and others on the importance of identifying and prioritizing state and federal funding for all significant Valley projects.
- **Continue to seek** federal and state funding for major highway and interstate projects and coordinate pre-construction activities when feasible to ensure project readiness. Federal infrastructure funding programs, including the State Trade Corridor Enhancement Program (TCEP), the Solutions for Congested Corridors Program (SCCP), and the STIP, are major SB1 funding sources to be targeted.
- Work closely with Caltrans Districts 6 and 10 to identify the most congested highway segments for eligibility in the TCEP and the SCCP or SB 1 funding. Continue to refine and prioritize regionally significant projects through a methodical and mutually agreed-upon evaluation process.
- Outline policies for converting temporary lanes to permanent lanes when feasible. Kern COG will coordinate with Caltrans District 6, and MCAG will coordinate with District 10 on opportunities for additional programming.

- Combine State Highway Operation and Protection Program (SHOPP) and Interregional Transportation Improvement Program (ITIP) funding to address rehabilitation and expansion of the SR 99 segments that need to be widened.
- Consider funding for truck-only and high occupancy vehicle (HOV) lanes along SR 99.
- Continue to review findings of the 2025 Rural Induced Demand Study, funded by Caltrans (<https://www.nctc.ca.gov/Reports/RCTF-Rural-Induced-Demand-Study/index.html>), which was conducted to determine impacts in predominantly rural areas.

2. SAN JOAQUIN VALLEY INTERREGIONAL GOODS MOVEMENT

Objective: To prioritize, coordinate, and implement goods movement planning and capital projects to improve the Valley's economic competitiveness.

Lead: Fresno COG, TCAG, and Kern COG

The San Joaquin Valley has long been California's geographic and agricultural production center, generating more than \$50 billion annually in agricultural commodities. It also plays a significant role in the national and international distribution of processed foods and energy products, with a burgeoning logistics and distribution industry.

The RPAs have a strong history of planning for regional goods movement. The San Joaquin Valley Interregional Goods Movement Plan (2015), San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan (2017), the San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017), and the I-5 Freight ZERO Pilot Study (2019) are examples of regional coordination to enhance freight movement in the Valley. In 2020, funding and regional support for the California Inland Port concepts were solidified among the RPAs.

Activities for FY 2026-27:

- Continue to coordinate project prioritization for RAISE, SB1, and other federal and state funding for goods movement, particularly for State Route 99.
- Participate and provide input to California's Freight Mobility Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI).
- Continue to collaborate with regional partners on logistics and economic development initiatives, enhancing goods movement planning and implementation efforts.
- Continue to identify multimodal strategies to complement and support the movement of goods in the Valley.
- Continue to fund and participate in inland port concepts for the Valley, including the now TradePort California and the Castle Commerce Center.

- Continue to explore alternative fuels and technology strategies for meeting California's Sustainable Freight mandates.

3. AIR QUALITY TRANSPORTATION PLANNING AND COORDINATION

Objective: To continue the successful coordination of Valleywide air quality planning, minimizing potential impacts on project delivery.

Lead: San Joaquin COG, TCAG, Kern COG, SJV Air Pollution Control District

The federal Clean Air Act (CAA) requires transportation conformity, ensuring that federal funding is allocated to transportation activities that are consistent with air quality goals. The CAA strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years or as amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that **affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare it.** Consultation is generally conducted through the San Joaquin Valley Interagency Coordinating Committee (IAC). The IAC has been established to provide a coordinated approach to addressing air quality, conformity, and transportation modeling issues in the Valley.

Coordination among the Valley RPAs, the Air District, and other air quality and transportation agencies is proving to be very effective. The RPA Directors have budgeted to continue joint funding for a Valleywide Air Quality Coordinator, who will be responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley are accomplished **consistently and on a** timely basis.

In FY 2023-24, the ***SJV Swap Meet Committee*** was reinstated at the staff level. The SJV Swap Meet Group comprises transportation programming staff from each of the San Joaquin Valley Metropolitan Planning Organizations (MPOs). The group meets virtually approximately every other month. Meetings provide a forum for staff to discuss various programming topics, including Federal Transportation Improvement Program (FTIP) best practices, apportionment exchange opportunities, new programming rules and regulations, air quality conformity, and other vital issues. The forum also offers an excellent opportunity for entry-level programmers to learn about the complexities of programming from more experienced staff members. In the coming months, meetings will focus on preparing the 2026 FTIP and Air Quality Conformity documentation.

In FY 2023-24, the ***Valley Transportation Modelers Group (TMG)*** was **established at the staff level to coordinate with the Valleywide air quality modeling consultant and the** RPA transportation modeling consultants. The Valley TMG offers the COG Directors group a staff perspective on technical modeling issues, such as induced demand, and coordinates resource-saving collaborations, including travel model updates, training, data collection, software licensing, and best practices.

Activities for FY 2026-27:

- Monitor state and federal guidance related to air quality transportation planning requirements.
- Conduct conformity determinations to ensure that the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations.
- Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board (CARB) as requested.
- Continue to utilize the Interagency Coordinating Committee (IAC) for routine communication and coordination.
- Coordinate with CARB staff related to future Sustainable Communities Strategy (SCS) review templates.
- Assist Valley staff in demonstrating conformity; provide EMFAC emissions modeling support.
- Assist Valley staff in target setting and SCS review performed by CARB.

4. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS

Objective: To develop and coordinate SB 375-compliant Sustainable Communities Strategies for the Valley

Lead: San Joaquin COG and Fresno COG

California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) require each RPA to develop a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP). An SCS outlines a plan to reduce per capita greenhouse gas emissions by integrating transportation and land-use elements.

Under the Sustainable Communities Act, CARB establishes regional targets for reducing greenhouse gas (GHG) emissions from passenger vehicle use. The RPAs will work independently and collectively to meet the 2022 and 2026 targets, having invested considerable resources in technical staff, modeling, and scenario development. Furthermore, SB 743 (2014) introduced the vehicle miles traveled (VMT) metric, which is separate from SB 375 but shares similar goals with reducing single-occupancy vehicle trips.

In addition, the RPAs will continue to work with CARB on new protocols for the updated SCS review guidelines and establish regular and ongoing communication with CARB staff to better implement the SCS planning process for future plan cycles.

In FY 2023-24, a ***staff-level Housing and Land Use Committee was formed to further evaluate and monitor state-level land-use policy and funding decisions*** that impact the RTP/SCS planning process.

Activities for FY 2026-27:

- Work with and encourage CARB staff to finalize the 2022 RTP/SCS reviews as quickly as possible.
- Establish regular and ongoing communication between CARB staff and Valley MPOs to enhance transparency and ensure consistency in SCS planning and review processes in future cycles.
- As needed, assist CARB and other state entities with SB 375 progress reporting and other guidance or policy documents.
- Continue implementing transportation and land use strategies developed in the RTP/SCS.
- Continue to evaluate and monitor the Climate Action Plan for Transportation Infrastructure (CAPTI), California System Investment Strategy (CSIS), and other climate change and social equity policies for implementation into Valley RTPs where appropriate.
- Monitor RPAs' preparation of RTP/SCS documents.

5. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENCIES AND ENTITIES

Objective: To develop and foster greater communication and coordination between Valley Regional Planning Agencies and other related agencies and stakeholders.

Lead: Valleywide Coordinator, Government Affairs Consultants

To maintain ongoing communication and cooperation with other external agencies, the RPAs have incorporated a relationship development component to foster routine, two-way communication with related state and federal transportation and associated agencies.

Federal entities include the Department of Transportation (DOT), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA), and the Environmental Protection Agency (EPA). State entities include the California State Transportation Agency (CalSTA), California Transportation Commission (CTC), California Air Resources Board (ARB), Caltrans Districts 6 and 10, Caltrans Headquarters, California Association of Council of Governments (CalCOG), California Self Help Counties Coalition, Strategic Growth Council (SGC), the High-Speed Rail Authority, and Housing and Community Development (HCD). Regional entities include the San Joaquin Valley Air Pollution Control District, the San Joaquin Valley JPA for Passenger Rail, Southern California Association of Governments (SCAG), Bay Area Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), MPOs in the Central Coast, and the San Diego Association of Governments (SANDAG). Other stakeholders include the California Trucking Association, agricultural associations (County Farm Bureaus, California Department of Food and Agriculture (CDFA), Western Growers Association, County Agricultural Commissioners, Water Management Districts, and others), the California Partnership for the San Joaquin Valley, colleges and universities, environmental groups, the business community (Economic Development Corporations, Chambers of Commerce, and other business stakeholders), and the public.

A high level of participation by Policy Council members is critical for successful relationship development with external agencies and entities. Policy Council members will partner with Directors in activities noted below for 2026 to 2027.

Activities for FY 2026-2027:

- Directors will coordinate and attend one-third of CTC meetings and meet yearly with our CTC Commissioner representative.
- Directors to meet annually with the California State Transportation Agency (CalSTA) Secretary or pertinent staff.
- CTC staff will be invited to the Directors' Committee meeting once a year; Directors will meet with at least two CTC Board Members they don't know.
- RPA staff should be encouraged to take leadership positions on Valleywide matters.
- Valley Directors to develop and maintain relationships with the Caltrans Director and Deputy for Planning.
- Valley Directors' Committee meetings should be scheduled periodically at a time of the month when Valley Directors can review and discuss the California Association of Council of Governments (CalCOG) meetings to develop timely joint strategies on key issues.
- Request sister MPOs (MTC, Central Coast, or SCAG) to come to a Valley Directors' Committee meeting.
- Valley Directors meet annually with CARB management and board members and attend the joint CTC/CARB and joint CTC/CARB/HCD Board meetings.

6. VALLEY VOICE ADVOCACY AND POLICY DEVELOPMENT

Objective: To engage in a unified process that allows the eight-county region to discuss and comment on legislative affairs and build consensus on issues of Valleywide importance.

Lead: Government Affairs Consultants, Valleywide Coordinator, VLAC

In FY 2021-22, government affairs contracts for state and federal representation for the Regional Policy Council were implemented with StanCOG as the fiscal agent. The federal and state government affairs staff routinely update the Directors and Policy Council when legislative advocacy is needed for the Valley. Several times a year, position letters are written and circulated regarding legislation to support or oppose, as well as funding opportunities to pursue and support. Working closely with the Directors and government affairs personnel, the coordinator will plan and coordinate the annual Valley Voice advocacy visits to Sacramento and Washington, D.C.

In FY 2023-24, the **Valley Legislative Affairs Committee (VLAC)** was reinstated as a subcommittee of the Directors' Committee. In conjunction with government affairs personnel, the VLAC provides a staff perspective to the COG Directors' Committee and the SJV Regional Policy Council on legislative priorities and potential bills to sponsor, and helps direct logistics for the annual "Valley Voice" trips to Sacramento and Washington, D.C.

Activities for FY 2026-27: Under discussion – will be updated at a later date

- Track legislation and regulations, develop a unified Valley-wide position, communicate those positions to federal and state officials, and participate in advocacy campaigns and other coalition-building activities as appropriate.
- Share information regarding grant opportunities and other financial resources available at the state or federal level.
- Develop the Valleywide Legislative Platform (state and federal).
- Continue to meet regularly with state and federal officials, including regional elected representatives, to discuss legislation, regulations, and funding opportunities that interest or concern the Valley.
- Plan and execute the "Valley Voice" Washington D.C. visit scheduled for September 2026.
- Plan and execute the "Valley Voice" Sacramento visit scheduled for Spring 2027.
- Advocate for additional PL funding to address inflation and increased transportation planning funding needs.

7. OTHER VALLEYWIDE ACTIVITIES

- **Passenger Rail.** The Valley regional planning agencies coordinate and implement regional passenger transportation planning and capital efforts with the San Joaquin Joint Powers Authority (SJJPA). The SJJPA was added as a member of the Policy Council at the beginning of FY 2021-22. The SJJPA advises the Policy Council on passenger rail matters that require a coordinated and unified position, and passenger rail remains a significant component of the annual state and federal legislative platforms. The Policy Council fully supports passenger rail activities and frequently provides letters of support for funding applications. The creation of the Passenger Rail, Transit, and Land Use Working Group occurred in FY 2024-25 and ongoing.
- **San Joaquin Valley Policy Conference.** The Valleywide conference is held in the spring at a different location each year and is coordinated by the host agency. The 2025 conference was held in Merced County. The next scheduled conference will be in 2027 in Madera County. The Central California American Planning Association (APA) also contributes to the conference and helps manage the Blueprint Awards.

Past Conferences

Stockton (SJ COG), Fall 2013
Visalia (TCAG), Fall 2014
Tenaya (MCAG), Fall 2015
Fresno (Fresno COG), Spring 2017
Modesto (StanCOG), Spring 2018
Lemoore (KCAG), Spring 2019
Fresno (Fresno COG), Spring 2022
Manteca (SJ COG), Spring 2023
Visalia (TCAG), Spring 2024
Merced County (MCAG), 2025

Future Conferences

Madera County, 2027
Kings County (KCAG), 2028
Fresno County (Fresno COG), 2029
San Joaquin County (SJ COG), 2030
Tulare County (TCAG), 2031
Kern County (Kern COG) – may be available to host at some time.

- **Policy Council, Executive Committee, and Directors’ Committee Meetings.** The Valleywide Coordinator will continue to schedule monthly meetings for the Directors’ Committee, the Policy Council, and the Policy Council’s Executive Committee.

The Regional Policy Council typically meets four to five times a year, and it is anticipated that the Executive Committee will also meet six to seven times a year before the Policy Council meetings. Additionally, up to four provisional and emergency meetings may be held annually.

The Policy Council Chair is elected for a two-year term at the first meeting of the fiscal year (usually in January). Activities for the Valley’s coordinated efforts are maintained at www.sjvcogs.org.

In the fiscal year 2024-25, revisions were made to the Memorandum of Understanding (MOU) and the Bylaws to ensure clarity and alignment with current operational needs. These updates included essential administrative edits that streamlined various processes and adjustments to reflect recent changes in the organization’s name and the name of the Directors’ Committee. Additionally, the frequency of meetings was modified to better accommodate the evolving dynamics of the organization, allowing for improved collaboration and communication.

Recognizing the critical role of the Overall Work Program (OWP) in coordinating efforts among member agencies, the annual Draft San Joaquin Valley Council of Governments (SJVCOG) OWP must be prepared to reflect proposed work activities and budget estimates, allowing member agencies to incorporate this information into their budgets and OWPs. This draft should be presented to the Directors’ Committee, the Executive Committee and the Policy Council in January or February each year. The presentation serves as an opportunity for collaboration and feedback, ensuring that all member agencies are aligned in their objectives and strategies. Final adoption of the OWP is expected by June of each year.

Directors' Chair

FY 2025-26 - Merced County Association of Governments

Rotation Schedule

FY 26-27 - Madera County Transportation Commission

FY 27-28 - Kern Council of Government

FY 28-29 - Stanislaus Council of Governments

FY 29-30 - Kings County Association of Governments

FY 30-31 - San Joaquin Council of Governments

FY 31-32 - Tulare County Association of Governments

FY 32-33 - Fresno Council of Governments

FY 33-34 - Merced County Association of Governments

Policy Council Chairs

Daron McDaniel, Merced County Supervisor, 2025

Daron McDaniel, Merced County Supervisor, 2024

Robert Poythress, Madera County Supervisor, 2023

Robert Poythress, Madera County Supervisor, 2022

Robert Poythress, Madera County Supervisor, 2021

Charles "Chuck" Winn, San Joaquin County Supervisor, 2020

Rudy Mendoza, Mayor, City of Woodlake, 2019

Rudy Mendoza, Mayor, City of Woodlake, 2018

Rudy Mendoza, Mayor, City of Woodlake, 2017

Amarpreet "Ruby" Dhaliwal, Mayor, City of San Joaquin, 2016

Robert Poythress, Mayor, City of Madera, 2015

Robert Poythress, Mayor, City of Madera, 2014

Allen Ishida, Tulare County Supervisor, 2013

Allen Ishida, Tulare County Supervisor, 2012

Bill Spriggs, Mayor, City of Merced, 2011

Bill Spriggs, Mayor, City of Merced, 2010

Michael Rubio, Kern County Supervisor, 2009

Michael Rubio, Kern County Supervisor, 2008

- **San Joaquin Valley Policy Council and Directors' Retreat**

Plans are currently underway to conduct the Policy Council and Directors' Retreat in late Spring or early Summer at a location within the San Joaquin Valley. The Retreat will be a two-day event aimed at defining the Policy Council's vision and goals, enhancing organizational structure, setting meeting protocols, and investing in training programs.

Major topics include the following:

- ✓ Plan and Facilitate the Annual Retreat: Organize a thoughtful and engaging retreat where participants can collaboratively explore and discuss critical elements of the organization.
- ✓ Develop Organization Vision, Goals, and Objectives: Collaboratively refine the organization's vision and goals, setting measurable objectives that align with the mission, ensuring that all members are aligned and motivated toward a common purpose.
- ✓ Review and Improve the Organization and Structure: Examine the current organizational framework, identifying strengths and areas for improvement to ensure clarity and efficiency in roles and responsibilities.
- ✓ Establish Meeting Protocols: Review and establish effective meeting procedures that promote inclusivity, efficiency, and productive discussions, ensuring that every voice is heard and valued.
- ✓ Establish Communication Protocols: Develop clear internal and external communication guidelines to foster transparency, consistency, and cohesion among all members.
- ✓ Invest in Comprehensive Training and Development Programs: Focus on empowering Directors, staff, and Policy Council Members by enhancing their skills through targeted workshops and learning opportunities.

This retreat aims to enhance operational effectiveness, strengthen team dynamics, and foster a shared commitment to the organization's future.

Fiscal Year 2026-27 Budget

The budget for the shared Valleywide activities noted in this document is detailed below. Budget amounts by agency represent the total direct cost for this activity. Budget amounts by activity are apportioned by population share for all items, except for legislative advocacy and Valley Voice trips, which are apportioned equally.

SJ COG serves as the fiscal agent for Air Quality Planning, a project conducted by Trinity Consultants with project management support from SJ COG staff.

Fresno COG is the fiscal agent for the Valleywide Coordinator contract with VRPA Technologies.

MCAG is the fiscal agent for the federal government affairs contract with Covino, Smith, and Simon.

Fresno COG is the fiscal agent for the state government affairs contract with Khouri Consulting.

The total budget for shared valleywide activities for the fiscal year 2026-2027 is detailed below.

Fiscal Year 2026-27 Meeting Schedule

The FY meeting schedule of the Policy Council, Executive Committee, Directors' Committee, Valley Voice Trips, and other valleywide activities are provided below.

SJV Regional Policy Council 2026-2027 Overall Work Program Budget

Costs by Agency
Last Updated 01/13/2026

Agency	Population ⁽¹⁾	% of Population	Air Quality Planning ⁽²⁾	Legislative Advocacy, Valley Voice DC ⁽³⁾	Legislative Advocacy, California ⁽⁴⁾	Valleywide Coordinator ⁽⁵⁾	Legal Counsel ⁽⁶⁾	Valley Voice / Retreat Misc. Costs ⁽⁷⁾	Total FY 2025-26
Fresno COG	1,037,053	23.47%	58,663	5,250	13,220	43,504	1,200	2,000	123,837
Kern COG	923,961	20.91%	52,266	5,250	13,220	38,760	1,200	2,000	112,696
KCAG	154,015	3.48%	8,712	5,250	13,220	6,461	1,200	2,000	36,843
MCTC	162,599	3.68%	9,198	5,250	13,220	6,821	1,200	2,000	37,689
MCAG	293,080	6.63%	16,579	5,250	13,220	12,295	1,200	2,000	50,543
SJCOG	805,856	18.23%	45,585	5,250	13,220	33,806	1,200	2,000	101,061
StanCOG	555,765	12.58%	31,438	5,250	13,220	23,314	1,200	2,000	76,422
TCAG	487,209	11.02%	27,560	5,250	13,220	20,438	1,200	2,000	69,668
SJIPA				5,250	13,220		1,200	2,000	21,670
SJVAPCD				5,250	13,220		1,200	2,000	21,670
Total FY 2026-27	4,419,538	100.0%	\$ 250,000	\$ 52,500	\$ 132,200	\$ 185,400	\$ 12,000	\$ 20,000	\$ 652,100

Notes:

(1) State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2024 and 2025. Sacramento, California, May 2025. Note: Will update when May 2026 estimates are available.

(2) SJCOG Staff (\$50,000). Air Quality Consultant, Trinity (\$200,000 or \$175,000 with \$25,000 contingency, if needed). Contractor cost approved to \$170,000 as of July 11, 2024 **and an additional \$25,000 in October 2025**.

(3) No Federal Metropolitan Planning (PL) Funds; cost for Valley Voice D.C. is apportioned equally (not by population). Legislative advocacy costs are November 2024 approved contract costs.

(4) No PL Funds; cost for Valley Voice Sacramento is apportioned equally (not by population). Legislative advocacy costs are November 2024 approved contract costs of \$120,000, plus a 5% Cost of Living (COL) increase for each contract year.

(5) VRPA Technologies, Inc. A 3% COL increase was applied consistent with the approved contract.

(6) No PL Funds; cost for Legal Counsel is apportioned equally (not by population).

(7) Other Direct Costs (Valley Voice DC Breakfast and Dinner Costs, Sacramento Reception and Lunch Costs, **and Retreat Costs for Meals and Venue** - Calculated equally by agency). In reality, the costs will be billed considering the

*** Fiscal Year 2026-27 Budget:**

- Budget amounts by activity are apportioned by population share for all items, except as otherwise noted.
- SJCOG is the fiscal agent for Air Quality Planning, which is conducted by Trinity Consultants with project management support by SJCOG staff.
- Fresno COG is the fiscal agent for the Valleywide Coordinator contract with VRPA Technologies.
- **Fresno COG and MCAG are the fiscal agents for the state and federal government affairs contracts and legal support.**

Valleywide Meeting Calendar San Joaquin Valley Policy Council

FY 2026-2027

July 2026						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Aug 2026						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Sep 2026						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Oct 2026						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Nov 2026						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Dec 2026						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Jan 2027						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Feb 2027						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Mar 2027						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
						TBD

Apr 2027						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
						TBD

May 2027						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Jun 2027						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Important dates:

- Directors' Committee Meetings
- Washington DC Valley Voice [September 15-16, 2026 (session/meeting dates)]
- Regional Policy Council Regular Meetings
- Pre Valley Voice Planning Meetings
- Annual Policy Conference (April or May 2027, Dates TBD)
- Sacramento Valley Voice (March 2027, Dated TBD)
- Policy Council Executive Committee Meetings

All scheduled meeting dates may be altered due to conflicts with other planned conferences or meetings with partner agencies.

AGENDA ITEM E.6

***Policy Council and Directors' Committee Retreat –
Preliminary Program***

DRAFT

Policy Council and Directors' Retreat

Note: The timeframe for conclusion can be extended on Day 2 to 5:00 pm instead of 4:15 pm.

DAY 1

1:00 PM | Group Activity – “Break the Ice”

6:00 PM | Dinner Reception Event

PROPOSED FULL-DAY RETREAT AGENDA

DAY 2

SESSION 1

8:00 AM – 8:30 AM | Arrival, Networking, & Continental Breakfast

- ✓ Informal introductions (Directors, Policy Council members, Regional Agency Staff)
- ✓ Materials distributed:
 - FY 2026–27 Valleywide OWP
 - Organizational Chart
 - Valley Voice Platforms (Federal and State)
 - SR 99 CMCP Brief
 - RTP/SCS Coordination Brief
 - Air Quality Conformity & Modeling Update Brief

8:30 AM – 9:00 AM | Welcome & Opening Remarks

Speakers:

- ✓ **Chair, Policy Council** (Supervisor Daron McDaniel, MCAG)
- ✓ **Chair, Directors' Committee** (Stacie Guzman, MCAG)

Topics:

- ✓ **Retreat Purpose**
 - Strengthen Valleywide coordination
 - Review and refine organizational structure, governance, and meeting protocols
 - Align policy priorities, Valley Voice advocacy themes, and Valleywide OWP activities

- Build stronger relationships among RPAs and external partners
- Establish shared goals and operational improvements for the FY 2025–26 cycle and beyond
- Ensure the Valley speaks with a unified regional voice on transportation, air quality, legislative policy, and funding
- ✓ **Retreat Objectives**
 - Collaboratively refine Valleywide priorities—including goods movement, SR 99 multimodal planning, air quality conformity, modeling, RTP/SCS coordination, and legislative efforts.
 - Importance of unified regional coordination
 - Brief acknowledgment of 2026–27 priority areas

SESSION 2

9:00 AM – 9:30 AM | State of the Valley – Strategic Overview

Panelists: AQ, Housing, Economic Development, Legislative, and Modal Representatives/Experts

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Content:

- ✓ The Valley’s unique role: 27,000 square miles, major freight hub, agricultural epicenter
- ✓ Brief Summary of FY 2026–27 Coordinated Valleywide Activities:
 - SR 99 and major highway coordination
 - Goods movement planning & inland port progress
 - Air quality conformity
 - RTP/SCS coordination & VMT issues
 - State & federal relationship building
 - Valley Voice legislative advocacy
 - Passenger rail & housing planning initiatives

Outcome:

Context-setting for all subsequent discussions.

BREAK

9:30 AM – 9:45 AM

SESSION 3

9:45 AM – 11:00 AM | Organization Vision, Goals, & Priorities Workshop

Panelists:

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Activities:

- ✓ Breakout 1: “What should the Valley accomplish (Goals) by 2031?” – 35 Minutes
 - Define measurable goals in:
 - Funding readiness for SR 99 & I-5
 - High-Speed Rail
 - Freight systems modernization
 - Vehicle Gas Tax Alternative
 - Meeting RTP/SCS GHG targets
 - Improving Valleywide air quality coordination
 - Strengthening multi-county modeling capabilities
 - Enhancing public visibility & legislative impact

Deliverable:

Break-out Group Feedback: Draft Valley-wide priority goals for FY 2026–27 and a 5-year outlook.

SESSION 4

11:00 AM – 12:00 PM | Strengthening the Organizational Structure

Panelists:

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Topics:

- ✓ Clarify roles between Directors, Executive Committee, Policy Council, Valleywide Coordinator, consultant teams, and agency fiscal responsibilities.
- ✓ Review Directors’ rotation schedule and responsibilities
- ✓ Review roles of agents for Air Quality, Valleywide Coordinator, and Legislative Consultants
- ✓ Ensure clarity for:
 - Directors vs. Policy Council responsibilities
 - Executive Committee role
 - VLAC role (legislative affairs) (If applicable)
 - Staff-level committees (TMG, Housing/Land Use Committee, SJV Swap Meet Group)

Activity:

Organizational “pain points” and structural gaps.

Outcome:

A refined organizational structure map + recommended updates.

Speech Topics:

- ✓ Statewide funding outlook
- ✓ CAPTI implementation
- ✓ Multimodal SR 99 future

- ✓ Federal infrastructure opportunities

LUNCH

12:00 PM – 1:00 PM | Lunch & Keynote From External Partner

Suggested keynote options:

- ✓ **CalSTA Secretary (or designee)**
- ✓ **CTC Commissioner**
- ✓ **Caltrans District Director (District 6 or 10)**

SESSION 5

1:00 PM AM – 2:00 PM | Establishing Meeting & Communication Protocols

Panelists:

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Content:

- ✓ Modernize communication pathways, meeting timing, and interagency coordination (including CTC, CalSTA, ARB, Caltrans Districts 6 & 10, SJVAPCD).
- ✓ Review current meeting frequency changes (Policy Council & Executive Committee updates).
- ✓ Reaffirm the annual meeting calendar aligned with:
 - OWP draft
 - RTP/SCS deadlines
 - Valley Voice visits
 - Federal/State grant cycles

Key Objectives:

- ✓ Improve preparation, agenda structure, timing, and materials flow
- ✓ Improve Director-to-Director communication during CTC/CalCOG cycles
- ✓ Improve communication with ARB, EPA, FRA, FTA, FHWA, USDA, and HCD

Deliverable:

A standardized meeting & communication protocol handbook.

SESSION 6

2:00 PM – 2:45 PM | Valley Voice 2026–27 – Planning and Development

- ✓ Washington D.C. (Sept 2026)
- ✓ Sacramento (Spring 2027)

Panelists:

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Deliverable:

Draft Valley Voice Purpose, Planning, Process, New Ideas

BREAK

2:45 PM – 3:00 PM

SESSION 7

3:00 PM – 3:30 PM | Investment in Training & Leadership Development

Panelists:

Facilitator: Valleywide Coordinator, Georgiena Vivian (VRPA Technologies)

Recommended Training Areas:

- ✓ Legislative advocacy & coalition-building
- ✓ Transportation funding readiness
- ✓ Air quality conformity & EMFAC modeling
- ✓ Interagency communication practices

Deliverable:

Annual Training & Professional Development Plan

CLOSING SESSION

3:30 PM – 4:15 PM

- ✓ Summary of next steps
- ✓ Assignment of responsibilities (Directors, Coordinator, consultants)
- ✓ Positive reflections and adjournment

Speakers:

- ✓ **Chair, Policy Council** (Supervisor Daron McDaniel, MCAG)
- ✓ **Chair, Directors' Committee** (Stacie Guzman, MCAG)

RETREAT OUTPUT PACKAGE (Deliverables)

- ✓ **Updated Valleywide Vision & Goal Framework**
- ✓ **Refined Organizational Structure Overview**
- ✓ **Meeting & Communication Protocol**
- ✓ **2026–27 Valley Voice Planning Guide**
- ✓ **Training & Professional Development Roadmap**
- ✓ **Draft 2026–27 Valleywide Priorities Integrated with Final OWP**