

Chair
Supervisor Daron McDaniel
Merced County



Vice Chair
Supervisor Vito Chiesa
Stanislaus County

San Joaquin Valley Regional Policy Council Executive Committee

**Tuesday, July 28, 2026
10:00 a.m.**

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

Merced County Association of Governments

369 W. 18th Street
Merced, CA 95340

Stanislaus Council of Governments

8607 John Fox Rd, Hughson, CA 95326

Tulare County Association of Governments

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

Stanislaus Council of Governments

1111 I Street
Modesto, CA 95354

Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, CA 93637

Stanislaus County

1010 10th Street, 6th Floor Lobby
Modesto, CA 95354

Madera County Board of Supervisors

200 W. 4th St., #4
Madera, CA 93637

**San Joaquin Valley Air Pollution Control
District**

1990 E. Gettysburg Ave., Fresno, CA 93726

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/84013249619?pwd=zFGLHX9axkGw5khi0ia7ZbTvwUyTor.1>

Meeting ID: 840 1324 9619

Passcode: 885149

<u>Agenda Item</u>	<u>Speaker</u>	<u>Enclosure</u>
A. CALL TO ORDER	Chair	☐
B. ROLL CALL	Georgiena Vivian	☐

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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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<u>Agenda Item</u>	<u>Speaker</u>	<u>Enclosure</u>
C. APPROVAL OF MINUTES	Chair	
1. May 22, 2026, Executive Committee Meeting		☒
D. DISCUSSION AND ACTION ITEMS		
1. Discussion: Budget, Policy, and Legislative Updates		
a. State		
1) <i>Legislative Update</i>	<i>Gus Khouri</i>	☒
b. Federal		
1) <i>Legislative Update</i>	<i>Jen Covino</i>	☐
2) ACTION: <i>Recommend Approval of the Draft Federal Platform to the Policy Council (to be forwarded by Friday, July 24)</i>	<i>Jen Covino</i>	☒
3) ACTION: <i>Recommend Approval of Platform Speaking Assignments to the Policy Council</i>	<i>Jen Covino</i>	☐
4) <i>Planning Status: Washington, D.C. Valley Voice Trip – September 15-16, 2026</i>	<i>Jen Covino & Georgiena Vivian</i>	☐
2. Discussion: RTP/SCS Updates and Air Quality Issues		
a. SB 375 – 2026 GHG Reduction Targets	<i>Ted Smalley</i>	☐
b. Federal Air Quality Conformity	<i>Ryan Niblock</i>	☐
c. SJVAPCD Air Quality and SIP Status and Update	<i>Samir Sheikh</i>	☐
3. Recap: July 1, 2026, Directors' Committee Retreat Workshop	<i>Georgiena Vivian</i>	☐
4. ACTION: <i>Recommend Approval to the Policy Council - Amendment #1 to the 2026/27 Overall Work Program to Incorporate the Vision Statement, Goals, and Priorities</i>	<i>Georgiena Vivian</i>	☒
5. Future Meetings/Agenda Items:		
a. Policy Council – July 31, 2026 – Approve Draft Federal Platform and Speaking Assignments – 2026 Washington D.C. Valley Voice	<i>Georgiena Vivian</i>	☐
b. Directors' Committee – August 6, 2026		
c. Policy Council – August 21, 2026 – Planning Session – 2026 Washington D.C. Valley Voice		
d. Directors' Committee – September 3, 2026 – Final Preparation - 2026 Washington D.C. Valley Voice		
e. Valley Voice Washington D.C. Trip – September 15-16, 2026		
6. Directors' Committee Comments	<i>Patricia Taylor</i>	☐
7. Executive Committee Member Comments	<i>Members</i>	☐

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E. 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.		
F. ADJOURN	Chair	☐

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Other Meeting Participants

Attendee	Yes (Y)/No (N)
Jay Schlosser, Kern COG, Vice Chair, Directors' Committee	
Stephan Sanchez, Kern COG	
Terri King, KCAG	
Dennis Townsend, TCAG Alternate and County of Tulare Supervisor	
Ted Smalley, TCAG	
Linda Launer, TCAG Alternate & Dinuba City Councilmember	
Robert Phipps, Fresno COG	
Jose Rodriguez, MCTC Alternate & City of Madera Councilmember	
Patricia Taylor, MCTC, Chair, Directors' Committee	
Waseem Ahmed, MCTC Alternate and City of Chowchilla Councilmember	
Stacie Guzman, MCAG	
Matt Serratto, MCAG Alternate & City of Merced Mayor	
Elizabeth Forte, MCAG	
Scott Silviera, MCAG Alternate and County of Merced Board of Supervisors	
Rosa Escutia-Braaton, StanCOG Alternate & City of Modesto Councilmember	
Meg Prince, MCAG	
Amber Collins, StanCOG	
José Luis Caseres, StanCOG	
Monica Streeter, StanCOG	
Buck Condit, StanCOG Alternate and County of Stanislaus Board of Supervisors	
Diane Nguyen, SJCOG	
Ryan Niblock, SJCOG	
Mark Montelongo, SJVAPCD	
Tim Franquist, SJVAPCD	
Ahdel Ahmad, SJJPA	
Gus Khouri, State Legislative Advocate, Khouri Consulting/Actum	
Jen Covino, Federal Legislative Advocate, Covino, Smith & Simon	
David Gellman, Federal Legislative Advocate, Covino, Smith & Simon	
Georgiena Vivian, SJV Coordinator, VRPA Technologies	
Carolina Ilic, VRPA Technologies	
Dena Graham, VRPA Technologies	

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AGENDA ITEM C.1.

May 22, 2026, 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, May 22, 2026
8:30 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
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Merced County Association of Governments

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Fresno Council of Governments

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Madera County Board of Supervisors

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Zoom Meeting:

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Meeting ID: 897 1263 3793

Passcode: 793993

<u>Agenda Item</u>	<u>Speaker</u>	<u>Enclosure</u>
A. CALL TO ORDER	Chair	☐
B. ROLL CALL	Georgiena Vivian	☐

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

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Agenda Item	Speaker	Enclosure
C. APPROVAL OF MINUTES	Chair	
1. March 27, 2026, Executive Committee Meeting		☒
The Committee reviewed the minutes of the March 27, 2026, Executive Committee meeting. Member Poythress, MCTC, moved to approve the minutes, and Vice Chair Vito Chiesa, StanCOG, seconded the motion. There being no discussion or requested revisions, the motion was carried unanimously by roll-call vote.		
D. DISCUSSION AND ACTION ITEMS		
1. Discussion: Budget, Policy, and Legislative Updates		
a. State		
1) <i>Legislative Update</i>	<i>Gus Khouri</i>	☐
Mitch Weiss, Khouri Consulting, State Legislative Advocate staff, provided the State Legislative Update on behalf of Gus Khouri. Mr. Weiss summarized the Governor's May Revision, noting that while General Fund revenues have improved substantially relative to earlier projections, the State continues to face structural budget deficits, rising program costs, and limited capacity for significant new transportation investments. The presentation focused primarily on the California Air Resources Board's (CARB's) proposed Cap-and-Invest rulemaking and its anticipated impact on Greenhouse Gas Reduction Fund revenues. Mr. Weiss explained that projected annual revenues have declined from approximately \$4 billion to an estimated \$2 billion, significantly reducing funding available for transit programs, including the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP). He reported that legislative advocates continue to oppose the proposed regulations, have submitted formal comment letters, and testified before CARB regarding the adverse impacts to transit agencies and local communities. Committee members discussed the need to continue advocating for the preservation of transit funding while monitoring CARB actions and subsequent legislative budget negotiations.		
b. Federal		
1) <i>Legislative Update</i>	<i>Jen Covino</i>	☐
Jen Covino, Covino, Smith, and Simon, Federal Legislative Advocate, provided the Federal Legislative Update, summarizing current activities in Washington, D.C., and the continuing uncertainty surrounding the federal transportation funding and appropriations process. The Committee received an overview of congressional budget negotiations, federal discretionary grant opportunities, and ongoing discussions regarding transportation infrastructure, rail, transit, freight, and climate-related programs. Members discussed the importance of maintaining a coordinated San Joaquin Valley presence in Washington to ensure that regional transportation priorities remain visible during federal funding deliberations. The Committee emphasized that continued engagement with California's congressional delegation and federal agency partners remains essential to advancing Valley transportation, water, air quality, and economic development priorities.		
2) <i>Planning Status: Washington, D.C. Valley Voice Trip – September 15-16, 2026</i>	<i>Jen Covino & Georgiena Vivian</i>	☐
Jen Covino, Covino, Smith, and Simon, Federal Legislative Advocate, and Georgiena Vivian, VRPA Technologies, SJV Coordinator, provided a planning update on the 2026 Valley Voice advocacy trip to Washington, D.C. Staff reviewed the preliminary meeting schedule, congressional outreach efforts, and coordination activities with federal agencies and transportation partners. Discussion focused on identifying the Valley's highest legislative priorities, including transportation funding, passenger rail, freight mobility, air quality, water infrastructure, and federal grant opportunities.		

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Committee members discussed the importance of presenting a unified regional message that reflects the priorities of all eight San Joaquin Valley regional transportation agencies. Staff noted that additional coordination would continue over the coming months to finalize congressional meetings, briefing materials, participant logistics, and advocacy packets.

The Executive Committee supported continued planning efforts and directed staff and legislative advocates to continue coordinating meetings with the Valley's congressional delegation and key federal agencies while refining the Valley's legislative priorities and advocacy materials.

2. Discussion: RTP/SCS Updates and Air Quality Issues a. SB 375 – 2026 GHG Reduction Targets b. Federal Air Quality Conformity c. SJVAPCD Air Quality and SIP Status and Update	<i>Ted Smalley</i> <i>Ryan Niblock</i> <i>Samir Sheikh</i>	☐ ☐ ☐
a. Ted Smalley, TCAG, and Ryan Niblock, StanCOG, provided an update regarding CARB's development of the 2026 greenhouse gas reduction targets established pursuant to Senate Bill 375. The presenters discussed the schedule for target development, ongoing coordination between CARB and the Metropolitan Planning Organizations (MPOs), and the importance of ensuring that future targets reflect realistic demographic, economic, and transportation conditions throughout the San Joaquin Valley. Committee members discussed the relationship between Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS), housing growth, transportation investments, and emissions reductions, emphasizing the need for achievable regional targets supported by realistic implementation strategies. b. Ryan presented an update regarding federal transportation conformity requirements and the status of regional conformity analyses. Discussion focused on recent federal actions affecting emissions modeling and conformity determinations, and their implications for upcoming RTP/SCS updates throughout the San Joaquin Valley. Members discussed the importance of maintaining conformity schedules to ensure continued eligibility for federal transportation funding while coordinating closely with CARB, Caltrans, the Federal Highways Administration (FHWA), Federal Transit Administration (FTA), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). c. Member Sheikh, SJVAPCD, provided an overview of current SJVAPCD activities, including State Implementation Plan (SIP) development, ongoing air quality planning efforts, and emerging concerns regarding the potential impacts of proposed Cap-and-Invest modifications on regional air quality programs. Mr. Sheikh emphasized that programs such as AB 617, FARMER, and other incentive-based funding sources are critical to the Valley's continued progress toward meeting federal clean air standards. The Committee discussed the importance of maintaining a coordinated regional advocacy strategy to preserve funding for these programs and to ensure that future State budget and legislative actions continue supporting both transportation and air quality objectives. Members expressed support for continued coordination with the Air District, legislative advocates, and regional partners to preserve funding for transportation and air quality programs critical to the San Joaquin Valley.		
3. Recap: April 30, 2026 – May 1, 2026, Policy Council and Directors' Committee Retreat	Georgiena Vivian	☐
The Executive Committee received a recap of the 2026 San Joaquin Valley Regional Policy Council and Directors' Committee Retreat held in Merced. Georgiena Vivian, VRPA Technologies, SJV Coordinator, summarized the meeting outcomes, highlighting the collaborative discussions regarding the future direction of the Regional Policy Council, regional transportation priorities, legislative advocacy, funding strategies, and organizational coordination. Committee members agreed that the retreat successfully fostered dialogue among Policy Council members, Executive Directors, legislative advocates, and partner agencies, and identified opportunities to strengthen collaboration throughout the San Joaquin		

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Valley. Members expressed appreciation for the meeting format, guest speakers, facilitated discussions, and networking opportunities, noting that the retreat generated valuable ideas for future work program development and regional advocacy efforts.

Staff were encouraged to continue incorporating retreat recommendations into the Regional Policy Council's Organizational Work Program and future committee agendas while evaluating opportunities to expand collaborative discussions during future retreats.

4. Future Meetings/Agenda Items:

- a. Directors' Committee – June 4, 2026**
- b. Policy Council – June 26, 2026**
- c. July 2, 2026 – Directors' Committee Meeting**
- d. July 17, 2026 – Executive Committee Meeting (Tentative)**

Georgiena Vivian



Georgiena Vivian, VRPA Technologies, SJV Coordinator, reviewed the upcoming meeting schedule and discussed preliminary agenda topics for the June and July meetings.

5. Directors' Committee Comments

Stacie Guzman



Stacie Guzman, Chair, Directors' Committee, MCAG, emphasized the continued collaboration among the Valley's Regional Transportation Planning Agencies (RTPAs) and the importance of maintaining a coordinated approach to legislative advocacy, transportation planning, and implementation of regional initiatives. Directors continue to work collaboratively on RTP/SCS development, federal conformity, grant opportunities, transportation funding, and air quality coordination while sharing technical resources and best practices across the region. Appreciation was expressed to staff, legislative advocates, and partner agencies for their continued cooperation in advancing Valleywide transportation priorities.

6. Executive Committee Member Comments

Members



Executive Committee members shared updates on transportation activities in their respective counties and reaffirmed the value of maintaining a unified regional voice to address transportation, air quality, legislative, and funding issues affecting the San Joaquin Valley. Members expressed appreciation for the work of staff, legislative advocates, and partner agencies in monitoring rapidly changing State and federal transportation policies while continuing to advocate for the Valley's transportation priorities.

E. 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.

Chair McDaniel opened the meeting for public comment on items within the Executive Committee's jurisdiction that were not otherwise listed on the agenda. No public comments were received.

F. ADJOURN

Chair



There being no further business before the Executive Committee, Chair McDaniel thanked the members, staff, legislative advocates, and participating agencies for their continued collaboration and participation. The meeting was adjourned at 9:50 AM.

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Other Meeting Participants

Attendee	Yes (Y)/No (N)
Jay Schlosser, Kern COG	N
Stephan Sanchez, Kern COG	N
Terri King, KCAG	Y
Ted Smalley, TCAG	Y
Linda Launer, TCAG Alternate & Dinuba City Councilmember	Y
Robert Phipps, Vice Chair, Directors' Committee, Fresno COG	Y
Patricia Taylor, MCTC	Y
Stacie Guzman, Chair Directors' Committee	Y
Elizabeth Forte, MCAG	N
Meg Prince, MCAG	N
Amber Collins, StanCOG	Y
Jose Luis Caseres, StanCOG	N
Monica Streeter, StanCOG	Y
Diane Nguyen, SJCOG	N
Ryan Niblock, SJCOG	Y
Mark Montelongo, SJVAPCD	Y
Tim Franquist, SJVAPCD	N
Ahdel Ahmad, SJJPA	Y
Gus Khourii, State Legislative Advocate, Khouri Consulting	N
Mitch Weiss, State Legislative Advocate, Khouri Consulting	Y
Jen Covino, Federal Legislative Advocate, Covino, Smith & Simon	Y
David Gellman, Federal Legislative Advocate, Covino, Smith & Simon	N
Aly Hernandez, Federal Legislative Advocate, Covino, Smith & Simon	N
Georgiena Vivian, SJV Coordinator, VRPA Technologies	Y
Carolina Ilic, VRPA Technologies	N
Dena Graham, VRPA Technologies	N

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AGENDA ITEM D.1.a.1

SJV RPC Bill Matrix – July 2026

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
AB 1608 (Wilson) Office of the Inspector General, High-Speed Rail	7/3/26 Senate Appropriations	This bill would require the Inspector General, upon completion of an audit or review of the high-speed rail project, to publish a complete report on its internet website, provide notification of the published report to the Governor and the High-Speed Rail Authority, and submit a copy of the report to the Legislature. The bill would authorize the Inspector General to hold a report, or portion of the report, confidential if the Inspector General determines that it would describe or otherwise reveal weaknesses that would pose a substantial and articulable risk to the project or to state operations if publicly disclosed. If the Inspector General makes that determination, the bill would require the Inspector General to deliver a confidential report to state officials with oversight of the project, as specified. The recent version of the bill limits items that are confidential, such as items pertaining to fraud investigations or litigation, and a general disclosure must be provided for those reasons.	Watch
AB 2002 (Solache) Local government assistance: Regional Early Action Planning Fund	6/18/26 Senate Appropriations	This bill would establish the Regional Early Action Planning Fund in the State Treasury to provide agencies with one-time funding for planning activities for the regional housing needs assessment. Funds would be distributed on a population basis. While establishing a fund, the bill does not a source of revenue for the fund. The bill would require each recipient of funds under the program to expend those funds no later than 3 years from the date of award of those funds, subject to an extension by the Department of Housing and Community Development.	Support

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
AB 2168 (Wicks) Active Transportation Program: guidelines	7/3/26 Senate Appropriations	As amended on June 22, this bill would require the California Transportation Commission to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit.	Watch
AB 2349 (Solache) State Air Resources Board: regional air quality incident response program	7/1/26 Senate Appropriations	This bill would require the Air Resources Board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers, including at least one air quality incident response and evaluation center located at the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. The bill would require each air quality incident response center to be operated by the state board or an air district and would require the state board and each district that operates an air quality incident response center to coordinate to provide emergency air monitoring response for disasters or other crises impacting air quality and public health in the state.	Watch
AB 2560 (Schultz) Climate Action Plan for Transportation Infrastructure: goals	6/24/26 Senate Appropriations	This bill would codify the Climate Action Plan for Transportation Infrastructure (CAPTI) goals.	Oppose

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
AB 2635 (Rodriguez) Air pollution: small off-road engines: rebate programs: local regulation.	7/2/26 Senate Appropriations	As amended on July 2, this bill would enact the Just Transition for Landscapers Act, which prohibits local agencies from adopting ordinances that prohibit the use of small off-road engine landscaping equipment unless its air district, or the local agency itself, offers a voucher program.	Watch
ACA 22 (Wicks) Local taxes: limitation	6/25/26 Chapter 132, Statutes of 2026	This measure would, beginning January 1, 2027, prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing, extending, or increasing any special tax, except as provided, unless and until that tax is submitted to the electorate and approved by a $\frac{2}{3}$ vote. The measure would prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing ad valorem taxes on real property, except as provided pursuant to specified constitutional provisions.	Watch

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
SB 417 (Limón) The Veterans and Affordable Housing Bond Act of 2026	6/25/26 Signed by the Governor Chapter 16, Statutes of 2026	As amended on June 22, this urgency bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted by the voters in the statewide election November 2, 2026, would authorize \$11.25 billion in general obligation bonds to fund specified housing programs. Of the proceeds from the sale of these bonds, \$10,000,000,000 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, and \$1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobile home purchase assistance for veterans, as provided.	Watch
SB 667 (Archuleta) Railroads: safety: wayside detectors: train length: emergency vehicle crossing	7/1/26 Assembly Appropriations Suspense File	As amended on June 3, the bill no longer impacts SJVRPC because it no longer requires wayside detection systems to be installed. The bill now requires the California Public Utilities Commission to on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site	Oppose Watch
SB 741 (Blakespear) Low Carbon Transit Operations	7/1/26 Senate Appropriations	As amended on July 1, this bill would repeal the requirements for transit agencies to demonstrate that the expenditure of funds received under the Low Carbon Transit Operations Program (LCTOP) reduces the emissions of greenhouse gases and to expend 50% of the funds in a disadvantaged community and instead authorizes transit agencies to spend the money on specified services and programs, including maintenance, transit fare subsidies, and network integration.	Support

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
SB 1075 (Reyes) Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plans.	7/2/26 Assembly Appropriations	As amended on July 2, this bill would require CARB’s statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden to be updated every three years, rather than five, and would require the AQMDs to develop local community emission reduction plans (CERPs) to be submitted to CARB for review and approval. CARB would be authorized to enforce these plans to ensure they are consistent with not only the statewide strategy but that federal Clean Air Act attainment is achieved. This bill would allow land use decisions to be reviewed and stayed by the Attorney General, describing requirements for participating communities to cease participation in the Community Air Protection Program (CAPP). The bill would also add a member of an environmental justice organization to air district governing boards and providing the California Air Resources Board oversight authority. The SJAPCD is requesting amendments to the bill that would maintain status of CERPs over LCERPs, removal of the 2/3 vote requirement for Committee Steering Committees to be disbanded and is opposed to the create of new unfunded mandates that would be imposed by this bill. Proposed amendments are needed to maintain local decision-making authority.	Oppose unless amended

SB 1087 (Cabaldon) Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.	6/30/26 Assembly Appropriations	Metropolitan Planning Organizations (MPOs) must prepare a Sustainable Communities Strategy (SCS) to be eligible for state grant funding. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing miles traveled and greenhouse gas emissions. As amended on June 25, the bill does the following: • Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years. • Removes the requirement for a separate Alternative Planning Scenario (APS) document. • Maintains the Air Resources Board (ARB) 's responsibility for setting greenhouse gas targets, and requires ARB to set targets for 2045, but requires establishing a Regional Target Advisory Committee before setting targets, deviating from the one-size-fits-all approach the ARB has taken in setting statewide targets. • Targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. • Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled. • Establishes a robust public outreach process contained in the bill. • Requires all MPOs to prepare an implementation progress report four years after adopting an SCS. Statutory scope is defined and does not require new modeling or primary data collection. MPOs under 1.5 million may include a	Support if amended
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SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
		board adopted resource certification that satisfies the requirement regardless of omissions due to capacity constraints. Concerns remain the contents of the progress report and lack of funding that may compromise the ability to attain targets and eligibility for state grant programs.	
SB 1187 (Durazo) Open meetings: Brown Act	7/6/26 Assembly Floor	This bill would eliminate the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services. These provisions were initially passed into law via SB 707 (Durazo) last year.	Support
SB 1423 (Stern) Transportation funding: State Transportation Improvement Program: Active Transportation Program	7/2/26 Assembly Appropriations	As amended on June 22, this bill would requires the Governor’s Office of Land Use and Climate Innovation (LCI) to create a consolidated online platform to make publicly available a core set of statewide standardized spatial planning datasets that include specified categories of information for consideration in state, regional, and local land use and infrastructure plans.	Watch

SJVRPC Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
SB 1425 (Cortese) High-Speed Rail Authority: right-of-way: encroachment permits	7/2/26 Assembly Appropriations	As amended on July 2, this bill would authorize the California High-Speed Rail Authority (HSRA) to issue permits for activities that encroach on the HSRA's right-of-way (ROW) and grants HSRA broad enforcement powers, including removal of unpermitted encroachments, civil penalties of \$5,000 per day, and recovery of costs through litigation.	Watch

AGENDA ITEM D.1.b.2.

Draft Federal Platform

(To be forwarded by July 24, 2026)

UPDATED DRAFT
Valley Voice
Federal Legislative Platform
07/28/26

Our Policy Priorities: Principles for the Surface Transportation Reauthorization

The Policy Council is grateful that Members of Congress are working on a bipartisan basis to develop a multiyear surface transportation reauthorization measure to succeed the *Infrastructure Investment and Jobs Act* (IIJA) (P.L. 117-58). Our member agencies support a number of policy provisions included in the *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act* (BUILD America 250 or BA250, H.R. 8870) within the House of Representatives, which are intended to enhance local and regional access to consistent federal funding streams and improve our ability to implement infrastructure projects that serve urban, suburban, and rural communities across the San Joaquin Valley. We appreciate that the bill contemplates new revenue solutions, such as a national registration fee for EVs and hybrids, to ensure the long-term solvency of the Highway Trust Fund (HTF) with a mindfulness that the vehicle miles traveled model may disparately impact rural communities.

Our member agencies agree with the House Transportation and Infrastructure (T&I) Committee's emphasis on directing federal dollars through key formula programs that provide reliable and predictable resources to the Valley on an annual basis. These programs are more accessible to smaller agencies that struggle with the capacity to apply for competitive or discretionary programs. The Policy Council strongly supports funding increases and expanded eligibility authorized for the following programs:

- ✓ Surface Transportation Block Grant (STBG) Program
- ✓ Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- ✓ Metropolitan Planning Program (MPP, or PL)

We applaud provisions in the House reauthorization measure that would empower Metropolitan Planning Organizations (MPOs) to better administer federal funds at the local level. This includes allowing for additional uses of PL dollars, such as fiscal administration of local projects, preliminary design, local technical assistance, transportation studies, and data procurement. We are also supportive of pathways established by the bill that would allow MPOs to qualify as direct recipients of PL funding.

Our regional planning agencies are thankful for policy provisions in the House legislation that would serve to enhance rural and agricultural goods movement. We are particularly supportive of the bill's inclusion of the *Farm-to-Market Road Improvement Act* sponsored by Representatives David Valadao, Vince Fong, and Jim Costa and supported by Representatives Adam Gray and Josh Harder. The new Surface Transportation Accelerator Grant (STAG) Program that would be authorized by the *BUILD America 250 Act* would provide for a set-aside for projects that prioritize agricultural goods movement in rural areas. We are sincerely thankful that the bill incorporates this critical legislation. Direct eligibility for regional transportation planning organizations and local governments under the STAG Program would help channel these resources directly to entities that understand the needs of our residents the most. be expanded to better emphasize its significance. Our Valley agencies have spent more than a decade advocating for these resources, and we urge lawmakers to preserve this important provision from BA250 in any forthcoming

agreement to ensure federal investment in agricultural freight corridors and farm-to-market transportation infrastructure, particularly in counties with substantial agricultural economies.

The Policy Council endorses the BA250 Act's inclusion of guaranteed funding to address the immense demand for federal bridge programs that remain oversubscribed year after year. A set-aside within the proposed Grants for Rebuilding America's Vital Engineering Structures Program would allow states to run competitive processes to fund locally-owned bridge projects.

Commented [JS1]: Question to the group; how significant is this element for your agency?

We ask lawmakers engaged in the reauthorization effort to maintain investments in rail infrastructure at levels authorized by the IJA. We are concerned that the *BUILD America 250 Act* would result in a 37 percent decrease in funding for the Federal Railroad Administration (FRA) and Amtrak, with resources for many discretionary programs predicated on the approval of appropriations by Congress. Maintaining IJA levels of investment for rail at a minimum will ensure our region can continue making progress on our Valley Rail Program.

Enhancing the Administration's Deregulatory Agenda

Further Streamlining NEPA

As the Administration continues to enhance its regulatory approach, the Policy Council supports legislative and regulatory solutions that streamline project permitting efforts and reduce administrative burdens and project delays while maintaining environmental protections associated with *National Environmental Policy Act (NEPA)* reviews. For example, we appreciate provisions in the *BUILD America 250 Act* that would provide parity in property acquisition policies for the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA); increase cost thresholds for categorical exclusions (CEs) for projects of limited financial assistance; and update CEs for public transportation projects. We also encourage federal policymakers to ensure that interagency coordination is completed within reasonable and predictable timelines.

Advancing Clean Air Priorities Through Federal Partnership

The San Joaquin Valley continues to make significant progress toward cleaner air through strong local, state, and federal partnerships. These collaborative efforts are essential to developing and implementing effective air quality plans and regulations that achieve measurable emissions reductions while supporting economic growth, infrastructure investment, and the long-term health of Valley communities.

Several significant State Implementation Plan (SIP) and rule submissions are pending before the U.S. Environmental Protection Agency (EPA), including the Valley's State Implementation Plan for the 2015 ozone standard and several permitting rules. As additional SIP revisions and regulatory actions are developed and submitted, the Policy Council supports continued collaboration with EPA to ensure timely review and approval of these actions. Prompt federal review and action are essential to maintaining regulatory certainty, supporting continued economic investment, and advancing clean air and public health objectives, while avoiding *Clean Air Act (CAA)* sanctions (permitting sanctions, the loss of billions in transportation funding, and potential loss of local regulatory authority) resulting from delayed federal action. This partnership is particularly important given that many of the Valley's air quality challenges are due to its natural geography and meteorology, and emissions sources beyond the region's regulatory jurisdiction (i.e. mobile sources).

Additionally, the Policy Council remains concerned that recent legislative and regulatory actions particularly related to mobile source emission reductions could affect the region's ability to demonstrate transportation conformity and deliver critical transportation projects on schedule and within budget. We encourage our federal partners to consider the broader impacts of these policy decisions on regional transportation planning, infrastructure investment, project delivery and local economic growth.

Finally, continued federal investment through competitive grant programs is critical to advancing locally driven emission reduction projects that improve air quality, protect public health, strengthen freight infrastructure, and support the Valley's economy.

Our Regional Projects: Improving Safety, Facilitating Goods Movement, and Promoting Economic Growth

Highways

Because of its central location in the state, the San Joaquin Valley serves as a vital transportation hub for moving people and goods across California and the United States. State Route (SR) 99 is the backbone of this transportation network. It is the main north-south artery spanning the state and plays a primary role in transporting goods from Southern California to Northern California through the major cities of the San Joaquin Valley.

Our planning agencies have worked for decades to finish SR 99 by expanding the entire facility to six lanes. These highway projects will enhance safety outcomes, reduce traffic congestion and conflicts between trucks and vehicles, and improve public safety and air quality throughout this critical goods movement corridor. To date, a few gaps remain. The Policy Council is grateful for previous federal investments in the SR 99 Corridor and welcomes continued investment as the planning agencies tackle those few remaining segments in the years ahead.

FHWA FY 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA)

- ✓ The **Stanislaus Council of Governments (StanCOG)** is seeking \$115 million through the U.S. Department of Transportation (DOT) Fiscal Year (FY) 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA) program in support of the **State Route (SR) 132/99 Interchange Project**. The project proposes to construct a new direct freeway-to-freeway connection between SR 99 and SR 132 in the City of Modesto. It serves to eliminate a major freight bottleneck along one of California's most important agricultural goods movement corridors. Upon completion, the project will improve the safety, efficiency, and reliability of freight and passenger travel by eliminating indirect routing, reducing congestion, and restoring uninterrupted regional and interregional connectivity.
- ✓ The **San Joaquin Council of Governments (SJCOG)** is seeking \$91.3 million through the INFRA program in support of the **SR99/120 Interchange Improvement Project Phase 1B**. The project will implement a series of improvements to address congestion, freight bottlenecks, operational deficiencies, and safety issues at the interchange of State Route 99 and State Route 120, one of California's most important freight gateways. Once completed, the interchange will experience fewer fatalities and serious injuries and more efficient goods movement on a critical corridor within the National Highway System, National Highway Freight Network, Strategic Highway Network, and Primary Highway Freight System.

FHWA Reduction of Truck Emissions at Port Facilities (RTEPF) Competitive Grant Program

- ✓ The **San Joaquin Valley Air Pollution Control District** is pursuing \$25 million worth of federal funding from the Federal Highway Administration (FHWA) Reduction of Truck Emissions at Port Facilities (RTEPF) Competitive Grant Program for the **Sustainable Heavy-Duty Incentives for Freight Transition (SHIFT) project** to accelerate the deployment of cleaner heavy-duty trucks serving the Port of Stockton, Port of Oakland, and the San Joaquin Valley intermodal freight facilities. The project would provide financial incentives for fleets to either replace older diesel trucks with near-zero or zero-emission vehicles or purchase new clean trucks, reducing emissions along one of California's most critical freight corridors. By improving air quality while supporting the movement of agricultural and commercial goods, SHIFT advances freight transportation, strengthens supply chain efficiency, and delivers long-term public health benefits for San Joaquin Valley communities.

FHWA FY 2025–2026 Advanced Transportation Technology and Innovation Grant Program

- ✓ The **San Joaquin Regional Rail Commission (SJRR)** is seeking \$12 million through the Federal Highway Administration (FHWA) FY 2025–2026 Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program to advance the **Digital Passenger Experience Program**. The program would establish a common technology platform for current and future passenger rail operations, improving the customer experience from trip planning through onboard travel. Key investments include satellite Wi-Fi on ACE trains, real-time passenger information displays at Gold Runner stations, an enhanced digital trip-planning and service-alert platform, a modern onboard point-of-sale system, and technical integration and cybersecurity to support these improvements.

Local Infrastructure

In alignment with Transportation Secretary Sean Duffy's priorities of improving safety and the travel experience for American families, several member agencies have submitted applications seeking funding through discretionary grant programs administered by the U.S. Department of Transportation (DOT). We ask for your support for the projects outlined below.

FHWA Safe Streets and Roads for All (SS4A) Grant Program

- ✓ The **City of Chowchilla** is seeking \$12.5 million for the **State Route 99/233 Multimodal Interchange Improvement Project**. The project will construct two multi-lane roundabouts at the SR 99 northbound and southbound on-ramp and off-ramp terminals to lower vehicle speeds and reduce conflict points. To further improve pedestrian and bicyclist safety, the roundabouts will be installed with enhanced lighting, crosswalk visibility enhancements, and median crossing islands. Wider edge lines and enhanced Intelligent Transportation Systems elements will also be implemented. The project components work together to enhance safety, accessibility, and connectivity in a central component of the City's roadway network.
- ✓ **Kern Council of Governments** is seeking federal funding through the SS4A Grant Program to support [a local project].

Rail

Significant rail investments are underway throughout the San Joaquin Valley, including the expansion of Altamont Corridor Express (ACE) and Gold Runner services, as well as the construction of the first segment of the California High-Speed Rail project. Passenger rail service, both today and for the future, requires ongoing coordination and investment in our capital projects, equipment, and operations. In many instances, these facility improvements will also benefit freight rail and goods movement. We ask the Administration to consider the following proposals submitted to the Federal Railroad Administration (FRA) intended to enhance safety and the movement of people and goods:

FRA FY 2024–2025 Federal-State Partnership for Intercity Passenger Rail Program

- ✓ The **San Joaquin Joint Powers Authority (SJIPA)** is seeking \$217.9 million through the FRA FY 2024–2025 Federal-State Partnership for Intercity Passenger Rail Program to advance the **Modernizing Operations and Rail Enhancements (MORE) Project**. The project is a key component of Valley Rail, a regional program that expands passenger rail service through new stations, increased service frequency, and rail infrastructure improvements connecting the Central Valley, Sacramento, and Bay Area. The MORE Project would deliver the Natomas Station and Layover Facility, extend the Del Paso Siding, and construct the San Joaquin Street Layover Track in Stockton, supporting new passenger rail service to the Sacramento region while improving safety, operational flexibility, capacity, and reliability for both passenger and freight rail.

FRA FY 2025–2026 Consolidated Rail Infrastructure and Safety Improvements Grant Program

- ✓ The **San Joaquin Regional Rail Commission (SJRRRC)** is seeking \$259.4 million through the Federal Railroad Administration (FRA) FY 2025–2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program to advance the **Safe High-Impact Investments for Future Train Service (SHIFTS) Project**. The project is a critical component of Valley Rail, a regional program that expands passenger rail service across Northern California through new stations, increased service frequency, and rail infrastructure improvements connecting the Central Valley, Sacramento, and the Bay Area. The SHIFTS Project would deliver the Cabral Station Track Extension and a new Lodi Station with 4.5 miles of double track, improving safety, reliability, operational efficiency, and regional connectivity, while supporting an additional daily Gold Runner round trip, increasing service to eight round trips.
- ✓ The **San Joaquin Valley Air Pollution Control District** is pursuing \$11.9 million in federal funding under the FRA CRISI Program to **replace six aging diesel locomotives with new, more efficient clean locomotives** that meet the Tier 4 emission standards. The project will significantly reduce diesel fuel consumption, nitrogen oxides, and particulate matter emissions while improving the efficiency and reliability of freight rail operations that serve the San Joaquin Valley's agricultural economy. Operating at the Port of Stockton and key facilities in Hanford and Pixley, the project will support cleaner movement of agricultural commodities and other freight, strengthen regional supply chains, and deliver lasting air quality and public health benefits to the San Joaquin Valley.
- ✓ **Kern Council of Governments (KernCOG)** is seeking \$43 million through the FRA CRISI Program to support the **Cherry Avenue Grade Separation Project**, which seeks to grade separate an at-grade crossing that experiences safety incidents and vehicle delays by constructing an overpass that will carry Cherry Avenue over the rail corridor and Santa Fe Way. The project will improve the safety

and reliability of passenger and freight rail operations and will also deliver safer, more efficient, and more reliable vehicle travel. The crossing is in the City of Shafter California at its boundary with unincorporated Kern County. Amtrak operates its Gold Runner passenger rail service route through this crossing on the BNSF rail corridor through the Valley. KernCOG will provide \$10.8 in nonfederal match toward this \$53.8 million project.

FRA FY 2025-2026 Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program

- ✓ The **City of Madera** is seeking \$2.4 million through the FY 2025-2026 Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program to advance the **Olive Avenue Rail Crossing Safety Enhancement Project**. The Olive Avenue crossing serves as an important component of the local transportation network and provides connectivity for residents, businesses, schools, parks, and community destinations. The proposed improvements will enhance safety for motorists, pedestrians, and bicyclists while improving the overall operation of the transportation corridor.
- ✓ **Merced County** is seeking \$56 million through the FRA FY 2025-2026 RCE Program to complete the **Atwater-Merced Railroad Crossing Separation Project**. The requested grant would leverage \$73 million of nonfederal funds to undertake a crossing closure and construct a grade separation on the corridor that supports freight movement along the BNSF Railway and intercity passenger rail (Amtrak Gold Runner). This is a critical component of the Atwater-Merced Expressway (AME), which, when completed, will connect State Route (SR) 99 to Santa Fe Drive, providing direct access to intermodal freight operations at nearby 1,912-acre Castle Commerce Center with its air, ground, and rail connections. Several accidents have occurred at the current crossing, including one resulting in multiple fatalities.
- ✓ **Kern Council of Governments (KernCOG)** is seeking \$135.8 million through the FRA FY 2025-2026 RCE Program to support the **Cherry Avenue, Kratzmeyer Road, and Renfro Road Grade Separations Project**. KernCOG seeks to grade separate three at-grade crossings that experience safety incidents and vehicle delays by constructing three overpasses that will carry Cherry Avenue, Kratzmeyer Road, and Renfro Road over the rail corridor and Santa Fe Way. When implemented and operational, the new facility will improve the safety and reliability of passenger and freight rail operations and will also deliver safer, more efficient, and more reliable vehicle travel. The crossings are in the Cities of Shafter and Bakersfield, two at the boundary with unincorporated Kern County, in California. Amtrak operates its Gold Runner intercity passenger rail service route through these crossings on the BNSF rail corridor through the Valley. KernCOG will provide \$34 million of nonfederal match toward the \$169.8 million project.

FTA FY 2026 Competitive Grants for Rail Vehicle Replacement Program

- ✓ The **San Joaquin Regional Rail Commission (SJRR)** is seeking \$18 million through the Federal Transit Administration (FTA) Fiscal Year (FY) 2026 Competitive Grants for Rail Vehicle Replacement Program to advance the **Transit Reliability through Upgraded Sustainable Transportation (TRUST) Program**. The project would fund the acquisition of four new bi-level passenger rail cars, including vehicle specification development, procurement, manufacturing oversight, quality assurance and quality control, testing, acceptance, and deployment. These investments would help preserve safe and reliable ACE service, reduce maintenance risks, improve passenger experience, support accessibility and future technology upgrades, and protect the long-term availability of this service used by 3,500 passengers each weekday.

Defense Communities

The San Joaquin Valley is proud to be the home of American servicemembers and their families stationed at several military installations throughout the region. Our regional and local governments affirm their support for the military by making targeted infrastructure investments that support base operations, logistics, and workforce commutes. These facility enhancements improve quality of life for servicemembers and their families and ensure the force readiness of our military.

DOD FY 2026 Defense Community Infrastructure Program

- ✓ The **Kern Council of Governments (KernCOG)** is seeking \$7.4 million through the U.S. Department of Defense (DOD) FY 2026 Defense Community Infrastructure Program (DCIP) to support the **Edwards Air Force Base (EAFB) North Gate SR 58/California City Boulevard and Access Improvement Project**. The project will pave two miles of county dirt road along Lorraine Avenue, connecting California City Boulevard to North Gate Boulevard and 140th Street and eliminating a dangerous-at grade expressway intersection at California City Boulevard and SR 58. Removing this safety hazard will enhance safety and reduce delays for commuting Base personnel, military families driving children to school, and retirees receiving services.

Securing FY 2027 Appropriations for Regional Projects

The Policy Council recognizes that Congress continues to support important local and regional projects by accepting Community Project Funding (CPF) requests in the House of Representatives and Congressionally Directed Spending (CDS) requests in the Senate. We thank members of the Congressional delegation who advocated for these proposed federal investments in supporting critical transportation and infrastructure projects throughout the Valley. As the Fiscal Year (FY) 2027 appropriations process progresses, we urge lawmakers to maintain these CPF or CDS requests in any emerging budget agreement. Project sponsors cannot afford additional delays and uncertainty. The Policy Council appreciates your continued advocacy for ultimately delivering these projects.

Transportation, Housing and Urban Development, and Related Agencies

Recipient	Project	Funding Level	Requesting Member	Account
CA	Highway 152 Pacheco Boulevard Regional Multi-Use Path Project	\$850,000	Gray	Highway Infrastructure Programs
CA	Interstate 5/Sperry Avenue Interchange Phase I	\$850,000	Gray	Highway Infrastructure Programs
CA	Corral Hollow Bridge Replacement Project	\$500,000	Gray	Highway Infrastructure Programs
CA	State Route 99 / State Route 120 Phase 1B Right of Way Project	\$250,000	Harder	Highway Infrastructure Programs

CA	California City Boulevard Extension Project	\$3,000,000	Obernolte	Highway Infrastructure Programs
CA	City of Fowler Tuolumne Street Underpass Project	\$500,000	Costa	Highway Infrastructure Programs
CA	County of Tulare – Traver Community Corridor Improvement Project	\$500,000	Costa	Highway Infrastructure Programs
CA	Bethel Ave Road Widening Project	\$250,000	Costa	Highway Infrastructure Programs
CA	Avenue 56 Farm to Market Corridor Completion Project	\$3,212,000	Valadao	Highway Infrastructure Programs
CA	Monitor Street Corridor Safe Route to Schools Phase II Project	\$5,000,000	Valadao	Highway Infrastructure Programs
CA	North Shafter Street Improvement Phase I Project	\$1,000,000	Valadao	Highway Infrastructure Programs
CA	Panama Road Rehabilitation Project	\$4,900,000	Valadao	Highway Infrastructure Programs
CA	TRIP Hageman Flyover Project	\$1,000,000	Fong	Highway Infrastructure Programs
City of Porterville	Airfield Electrical Improvements and Runway Rehabilitation Design, Porterville Municipal Airport (PTV)	\$750,000	Fong	Grants-in-Aid for Airports
City of Tehachapi	Southwest Diagonal Taxiway Project Phase II Construction, Tehachapi Municipal Airport (TSP)	\$850,000	Fong	Grants-in-Aid for Airports
City of Fresno	Runway 11L-29R Reconstruction FAT	\$1,800,000	Costa	Grants-in-Aid for Airports
City of Parlier	Manning Avenue HAWK Pedestrian Crossing	\$250,000	Costa	Economic Development Initiatives
County of Fresno	Easton Complete Streets	\$850,000	Costa	Economic Development Initiatives
County of Fresno	Community HUB Roof Replacement and Exterior Rehabilitation	\$401,000	Costa	Economic Development Initiatives
County of Fresno	Poverello House Campus Extension	\$850,000	Costa	Economic Development Initiatives
County of Fresno	Zimmerman Community Center Safety Infrastructure Improvements	\$250,000	Costa	Economic Development Initiatives
Fresno County Fire Protection District	Mid Valley Regional Fire Training Center Critical Infrastructure Modernization	\$850,000	Costa	Economic Development Initiatives

State Center Community College District	FCC West Fresno Center Campus – Full Service Student Run Credit Union	\$1,000,000	Costa	Economic Development Initiatives
California State University, Fresno	Fresno State – Empowering Californian Agriculture with Autonomous Weeding Technologies	\$250,000	Costa	Economic Development Initiatives
City of Reedley	Community Center Backup Generator Project	\$310,100	Costa	Economic Development Initiatives
City of Visalia	TCOE Doe Complex Employment Resources Center Project	\$850,000	Costa	Economic Development Initiatives
County of Merced	Merced Veterans Memorial Building Repairs and Improvements	\$1,100,000	Gray	Economic Development Initiatives
County of Merced	Santa Nella Park	\$850,000	Gray	Economic Development Initiatives
City of Merced	Bear Creek Multiuse Path Rehabilitation and Safety Improvements Project – Phase II	\$2,250,000	Gray	Economic Development Initiatives
City of Merced	Community Facility Renovation	\$250,000	Gray	Economic Development Initiatives
City of Madera	City of Madera Sunset Avenue Storm Drainage Project	\$250,000	Gray	Economic Development Initiatives
City of Madera	City of Madera School Traffic Safety Improvements	\$250,000	Gray	Economic Development Initiatives
University of California, Merced	UC Merced Experimental Smart Farm – Phase 1	\$1,000,000	Gray	Economic Development Initiatives
City of Firebaugh	Firebaugh Multi-Benefit Flood Management Project	\$850,000	Gray	Economic Development Initiatives
San Joaquin River Exchange Contractors Water Authority	Del Puerto Canyon Road	\$250,000	Gray	Economic Development Initiatives
City of Mendota	Mendota Airport Park Project	\$500,000	Gray	Economic Development Initiatives
City of Newman	Newman Downtown Mixed-Use Project – Phase 1	\$500,000	Gray	Economic Development Initiatives
Arvin-Edison Water Storage District	Arvin-Edison Water District DiGiorgio Unit Pipeline Project	\$5,000,000	Valadao	Economic Development Initiatives
City of McFarland	McFarland Severe Flooding Prevention Project – Phase 1	\$4,348,000	Valadao	Economic Development Initiatives
City of Arvin	Arvin Meyer Street Rehabilitation Project	\$3,000,000	Valadao	Economic Development Initiatives

City of Delano	Delano Water Plant No. 2 Blending Tank Project	\$1,000,000	Valadao	Economic Development Initiatives
County of Kings	Kings Community Action Centralized Kitchen Project	\$1,000,000	Valadao	Economic Development Initiatives
County of San Joaquin	San Joaquin County BeWell Tiny Homes	\$850,000	Harder	Economic Development Initiatives
City of Stockton	Stockton Fire Department Regional Fire Training Center Expansion Project	\$250,000	Harder	Economic Development Initiatives
City of Manteca, California	City of Manteca Daniels Street Community Center Project	\$850,000	Harder	Economic Development Initiatives
City of Tracy	Tracy Animal Shelter Enhancements Project	\$500,000	Harder	Economic Development Initiatives
California State University, Stanislaus	California State University, Stanislaus Stockton Campus - STEM Science Laboratory Expansion and Innovation Center Phase III Project	\$1,250,000	Harder	Economic Development Initiatives
San Joaquin Delta Community College District	Delta College Manteca Bio Economy Training Hub	\$1,000,000	Harder	Economic Development Initiatives
West Side Recreation and Park District	West Kern Community Workforce & Recreation Infrastructure Expansion	\$500,000	Fong	Economic Development Initiatives
Mojave Air and Space Port	ACCEL Center – Aerospace Workforce Training and Small Business Support Center	\$2,500,000	Fong	Economic Development Initiatives

Interior, Environment, and Related Agencies

Recipient	Project	Funding Level	Requesting Member	Account
City of Dinuba	Advanced Water Metering	\$746,868	Costa	STAG-Drinking Water State Revolving Fund
City of Woodlake	Water Supply Resiliency Project	\$746,868	Costa	STAG-Drinking Water State Revolving Fund
Firebaugh Canal Water District	Brackish Water Recovery Project	\$746,868	Gray	STAG-Drinking Water State Revolving Fund
City of Patterson	Del Puerto Creek Recharge and Recovery Project	\$746,868	Gray	STAG-Clean Water State Revolving Fund
County of Kings	New Well Project, Phase II	\$3,000,000	Valadao	STAG-Drinking Water State Revolving Fund
City of Lindsay	New Water Well Project	\$1,500,000	Valadao	STAG-Drinking Water State Revolving Fund

City of Hanford	Water Transmission Project	\$2,500,000	Valadao	STAG-Drinking Water State Revolving Fund
Okieville Highland Acres Mutual Water Company	Water Supply Project	\$1,500,000	Valadao	STAG-Drinking Water State Revolving Fund
City of California City	Water Line Replacement Project	\$1,500,000	Obernolte	STAG-Drinking Water State Revolving Fund
City of Lemoore	New Well Project	\$1,100,000	Fong	STAG-Drinking Water State Revolving Fund
Kern County Water Agency	Drinking Water Laboratory Project	\$850,000	Fong	STAG-Drinking Water State Revolving Fund
City of Tulare	Sewer System Improvements	\$850,000	Fong	STAG-Clean Water State Revolving Fund
Tejon Indian Tribe	Water Systems Feasibility Study	\$700,000	Fong	STAG-Clean Water State Revolving Fund

Congressionally Directed Spending

Note: Senate projects and amounts may change pending Senate Appropriations Committee decisions this summer.

Transportation, Housing and Urban Development, and Related Agencies

Recipient	Project	Funding Level	Requesting Member
Merced County Association of Governments	Funding will be used to construct a multi-use path.	\$2,296,000	Schiff
San Joaquin Valley Air Pollution Control District	Funding will be used to purchase and replace switcher locomotives.	\$2,000,000	Schiff
San Joaquin Valley Air Pollution Control District	Replacement of aging switcher locomotives.	\$2,000,000	Padilla
Madera County	Funding will be used to support the construction of a modern roundabout.	\$5,000,000	Schiff
City of Ceres	Funding will be used to renovate the American Legion Hall into a resiliency and veteran center.	\$2,454,000	Schiff

City of Coalinga	Funding will be used to support the rehabilitation of Coalinga Airport's main runway.	\$1,350,000	Schiff
San Joaquin County Behavioral Health Services	Funding will be used to reduce homelessness and improve access to resources.	\$1,311,000	Schiff
City of Fresno	Funding will be used for the reconstruction of a runway at Fresno Airport.	\$7,000,000	Schiff
County of Kern	Funding will be used to support construction of a boulevard extension project.	\$4,000,000	Schiff
City of Lemoore	Funding will be used to rehabilitate the City's recreation center.	\$2,800,000	Schiff
City of Modesto	Funding will be used to increase affordable housing stock.	\$3,000,000	Schiff
City of Modesto	Funding will be used to purchase a courthouse to redevelop the site for community use.	\$2,800,000	Schiff
Stanislaus Regional Housing Authority	Funding will be used to develop affordable housing units.	\$587,000	Schiff
City of Dinuba	Construction of pedestrian safety improvements around Dinuba Middle School.	\$2,400,000	Padilla
Stockton Fire Regional Training Center	Construction of a permanent fire support facility.	\$2,000,000	Padilla
Housing Authority of Fresno County	To develop an affordable housing property.	\$1,000,000	Padilla
Boys & Girls Clubs of Fresno County	To support infrastructure renovation at the property.	\$785,000	Padilla
California Department of Transportation	Improvements to the Corral Hollow Road bridge.	\$2,000,000	Padilla
Stanislaus Regional Transit Authority	Construction of a new operations and maintenance facility.	\$1,000,000	Padilla

Interior, Environment, and Related Agencies

Recipient	Project	Funding Level	Requesting Member
San Joaquin Valley Air	Funding will be used to support alternative practices for the disposition of agricultural woody waste.	\$1,000,000	Schiff

Pollution Control District			
Sierra Resource Conservation District	Funding will be used to remove hazardous fuels.	\$3,000,000	Schiff
City of Madera	Funding will be used to improve sewer main quality and reliability.	\$2,000,000	Schiff
City of California City	Funding to replace aging water main, valves, and hydrants to improve drinking water reliability.	\$1,300,000	Padilla
City of McFarland	Water system improvements for reliability.	\$13,936,000	Padilla
County of Kings	Drinking and construction of a new groundwater well to improve drinking water reliability.	\$1,000,000	Padilla
County of San Joaquin	Pipeline and service connection improvements.	\$2,000,000	Padilla
Tulare Lake Resource Conservation District	Funding to support the development of a nitrate management plan, performing domestic well testing and survey, and identifying long-term solutions for removing nitrates from groundwater and surface water throughout the Central Valley.	\$1,000,000	Padilla
County of Tulare	Completion of a community well.	\$1,300,000	Padilla
County of Tulare	Funding to replace a drinking water storage tank.	\$1,500,000	Padilla
City of Farmersville	Funding to acquire a fire bulldozer, transport vehicle, and trailer for emergency response.	\$950,000	Padilla

AGENDA ITEM D.4

**2026/27 Overall Work Program Amendment –
Draft Vision Statement, Goals, and Priorities**

Draft
Valleywide Vision, Goals, and Priorities

VISION STATEMENT

Secure sustainable funding and reduce regulatory barriers to deliver a connected, resilient transportation system that improves mobility, strengthens the economy, and enhances quality of life in the San Joaquin Valley.

The following supportive goals and priorities are in order of priority based on review and input from the Regional Policy Council and Directors at the 2026 Retreat.

Goal 1: Funding Strategy and Innovation

Position the Valley to compete for and secure sustainable funding through coordinated strategies, shared priorities, and innovative approaches.

- **Priorities**
 - Create a Valleywide funding strategy roadmap
 - Coordinate multi-agency grant pursuits
 - Explore innovative funding mechanisms
 - Share best practices and funding intelligence

Goal 2: Valleywide Leadership and Unified Advocacy

Establish and advance a coordinated “One Voice” approach to influence state and federal policy, secure funding, and elevate Valley priorities.

- **Priorities**
 - Adopt a Valleywide Legislative Platform
 - Align Valley Voice messaging and priorities
 - Establish rapid response advocacy capability
 - Coordinate agency positions before major decisions
 - Position the Valley as a statewide/national leader

Goal 3: Economic Competitiveness Through Strategic Coordination

Support regional goods movement and infrastructure priorities by aligning planning, funding strategies, and advocacy efforts.

- **Priorities**
 - Advance freight and logistics strategies
 - Support inland port and goods movement initiatives
 - Align transportation and economic development priorities
 - Advocate for Valley share of statewide/national funding

Goal 4: Organizational Effectiveness and Collaboration

Strengthen coordination, communication, and decision-making across member agencies to improve regional effectiveness and outcomes.

- **Priorities**
 - Define “what we do together vs individually”
 - Improve meeting structure and outcomes
 - Strengthen Director and RPC alignment
 - Enhance internal and external communication

Goal 5: Air Quality and Regulatory Coordination

Provide Valleywide leadership on air quality planning, conformity, and regulatory strategy to minimize risks to project delivery.

- **Priorities**
 - Maintain Valleywide conformity strategy
 - Coordinate CARB/SJVAPCD engagement
 - Develop regulatory risk mitigation strategies
 - Align SCS and air quality planning approaches

Goal 6: Regional Coordination of Multimodal Systems

Facilitate alignment across member agencies to advance a connected and efficient multimodal transportation system.

- **Priorities**
 - Develop a shared multimodal system vision (SR 99 and beyond)
 - Align priority corridor strategies
 - Coordinate passenger rail and transit integration
 - Promote complete system connectivity messaging