



San Joaquin Valley Regional Policy Council Meeting

July 31, 2026
10:00 a.m.

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

Fresno Council of Governments

2035 Tulare Street, Suite 201
Fresno, CA 93721

Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, CA 93637

Tulare County Association of Governments

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

McFarland Veterans Community Center

103 W. Sherwood Ave.
McFarland, CA 93250

Kern Council of Governments

1401 19th Street, Suite 300
Bakersfield, CA 93301

San Joaquin Council of Governments

555 E. Weber Avenue
Stockton, CA 95202

Kern County Administration Building

1115 Truxtun Ave # 504
Bakersfield, CA 93301

Merced County Association of Governments

At the Transit Joint Powers Authority for
Merced County
357 W. 18th Street
Merced, CA 95340

Kings County Association of Governments

210 E. 7th Street, Ste. 202
Hanford, CA 93230

Stanislaus Council of Governments

1111 I Street, Suite 308
Modesto, CA 95354

Stanislaus County Farm Bureau

1201 L Street
Modesto, CA 95354

Madera County

200 W. 4th St., Ste. 4006
Madera, CA 93637

Stanislaus County

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

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/83168655037?pwd=RiA5PPNHCVsmbjEbz9N5DFZPaCcjqQ.1>

Meeting ID: 831 6865 5037

Passcode: 150508

Agenda Item	Speaker	Enclosure
A. CALL TO ORDER	Chair	☐
B. ROLL CALL	Georgiena Vivian	☐



Valleywide Coordinator, Georgiena Vivian
(559) 259-9257



Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721



Fresno Council of
Governments
Fax (559) 233-9645



San Joaquin Valley Regional Policy Council

Roll Call

SJVPC	First Name	Last Name	Title	Agency	Present (Y/N)
Fresno Council of Governments (Fresno COG)					
Member	Gary	Yep	Councilmember, District 1	City of Kerman	
Member	Alma	Beltran	Mayor	City of Parlier	
Kern Council of Governments (Kern COG)					
Member	Saul	Ayon	Mayor	City of McFarland	
Member	David	Couch	Supervisor, 4 th District	County of Kern	
Kings County Association of Governments (KCAG)					
Member	Doug	Verboon	Supervisor, District 3	County of Kings	
Member	Patricia	Matthews	Mayor	City of Lemoore	
Madera County Transportation Commission (MCTC)					
Member	Robert	Poythress	Supervisor, District 3	County of Madera	
Member	Jose	Rodriguez	Councilmember, District 2	City of Madera	
Merced County Association of Governments (MCAG)					
Member – Chair	Daron	McDaniel	Supervisor, District 3	County of Merced	
Member	Matthew	Serratto	Mayor	City of Merced	
San Joaquin Council of Governments (SJCOG)					
Member	Robert	Rickman	Supervisor, District 5	County of San Joaquin	
Member	Gary	Singh	Mayor, At-Large	City of Manteca	
Stanislaus Council of Governments (StanCOG)					
Member – Vice Chair	Vito	Chiesa	Supervisor, District 2	County of Stanislaus	
Member	Rosa	Escutia-Braaton	Councilmember, District 1	City of Modesto	
Tulare County Association of Governments (TCAG)					
Member	Dennis	Townsend	Supervisor, District 5	County of Tulare	
Member	Rudy	Mendoza	Mayor	City of Woodlake	
San Joaquin Valley Air Pollution Control District (SJVAPCD)					
Member	Samir	Sheikh	Executive Director	SJVAPCD	
San Joaquin Powers Authority (SJIPA)					
Member	Ahdel	Ahmed	Public Relations Manager	SJIPA	

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Agenda Item	Speaker	Enclosure
C. APPROVAL OF MINUTES – June 26, 2026, Meeting	Chair	Yes
D. DISCUSSION AND ACTION ITEMS		
1. Budget, Policy, and Legislative Updates		
a. State		
1) <i>Legislative Update</i>	Gus Khouri	Yes
b. Federal		
1) <i>Legislative Update</i>	Jen Covino	No
2) ACTION: <i>Approval of the Draft Federal Platform</i>	Jen Covino	Yes
3) ACTION: <i>Approval of Platform Speaking Assignments</i>	Jen Covino	Yes
4) <i>Planning Status: Washington, D.C. Valley Voice Trip – September 15-16, 2026</i>	Jen Covino & Georgiena Vivian	No
2. Discussion - RTP/SCS Updates and Air Quality Issues		
a. SB 375 – 2026 GHG Reduction Targets Update	Ted Smalley	No
b. Federal Air Quality Conformity	Ryan Niblock	
c. SJV Air Quality and State Implementation Plan Update	Alex Marcucci	
	Samir Sheikh	
3. Recap: July 1, 2026, Directors’ Committee Retreat Workshop	Georgiena Vivian	No
4. ACTION: Approval of Amendment #1 to the 2026/27 Overall Work Program to Incorporate the Vision Statement, Goals, and Priorities	Georgiena Vivian	Yes
E. INFORMATIONAL ITEMS	Chair	
The following items are for informational purposes only and require no action. Individuals noted will be present to provide a verbal update.		
1. Future Meetings/Agenda Items:		
a. Directors’ Committee – August 6, 2026		
b. Policy Council – August 21, 2026 – Federal Platform/Planning Session – 2026 Washington D.C. Valley Voice	Georgiena Vivian	No
c. Directors’ Committee – September 3, 2026 – Final Preparation - 2026 Washington, D.C. Valley Voice		
d. Valley Voice Washington D.C. Trip – September 15-16, 2026		
F. OTHER ITEMS		
1. Executive Committee Report	Chair	
2. Directors’ Committee Report	Patricia Taylor	

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3. Policy Council Member Comments

Members

G. PUBLIC COMMENT

This portion of the meeting is reserved for persons wishing to address the Council on items within its jurisdiction but NOT on this agenda. Public comment will be allowed during the Discussion Items above.

Chair

H. ADJOURN

Chair

I. CLOSED SESSION – *Not Scheduled*

Chair

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Other Meeting Participants

Yes	No	Director Agency	Yes	No	Director Agency
☐	☐	Jay Schlosser Kern COG Vice Chair, Directors' Committee	☐	☐	Gus Khouri Khouri Consulting/Actum
☐	☐	Stephan Sanchez Kern COG	☐	☐	Jen Covino Covino, Smith & Simon
☐	☐	Rob Ball Kern COG	☐	☐	David Gellman Covino, Smith & Simon
☐	☐	Ted Smalley TCAG	☐	☐	Aly Hernandez Covino, Smith & Simon
☐	☐	Ben Giuliani TCAG	☐	☐	Georgiena Vivian SJV Coordinator VRPA Technologies
☐	☐	Ben Kimball TCAG	☐	☐	Carolina Ilic VRPA Technologies
☐	☐	Steven Ingoldsby TCAG	☐	☐	Dena Graham VRPA Technologies
☐	☐	Roberto Brady TCAG	☐	☐	Ryan Vivian VRPA Technologies
☐	☐	Terri King KCAG	☐	☐	Samer Shaath CHSRA
☐	☐	Robert Phipps Fresno COG	☐	☐	Allison Rodriguez CHSRA
☐	☐	Paul Herman Fresno COG	☐	☐	Augie Blancas CHSRA
☐	☐	Simran Jhutti Fresno COG	☐	☐	Michael Navarro Caltrans D6
☐	☐	Brenda Thomas Fresno COG	☐	☐	Nabeelah Abi-Rached Caltrans D6
☐	☐	Patricia Taylor MCTC Chair, Directors' Committee	☐	☐	Braden Duran Caltrans D6
☐	☐	Jeff Findley MCTC	☐	☐	Grace Magsayo Caltrans D10
☐	☐	Stacie Guzman MCAG	☐	☐	Eric Mather Caltrans D10
☐	☐	Elizabeth Forte MCAG	☐	☐	Tom Dumas Caltrans D10
☐	☐	Meg Prince MCAG	☐	☐	Duper Tong Caltrans, D10
☐	☐	Amber Collins StanCOG	☐	☐	Gurwinder Sekhon Caltrans D10
☐	☐	Jose Luis Caceres StanCOG	☐	☐	Caleb Brock Caltrans D10
☐	☐	Monica Streeter StanCOG	☐	☐	Bill Higgins CALCOG
☐	☐	Nick St. Cook StanCOG	☐	☐	Sabrina Bradbury CALCOG
☐	☐	Diane Nguyen SJCOG	☐	☐	Gregory McAteer CALCOG
☐	☐	Ryan Niblock SJCOG	☐	☐	Vincenzo Caporale CALCOG
☐	☐	Kim Anderson SJCOG	☐	☐	Alex Marcucci Trinity Consultants
☐	☐	Mark Montelongo SJVAPCD	☐	☐	
☐	☐	Tim Franquist SJVAPCD	☐	☐	
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AGENDA ITEM C.

June 26, 2026, Regional Policy Council

Meeting Minutes



San Joaquin Valley Regional Policy Council

Meeting Minutes

June 26, 2026
10:00 a.m.

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Zoom Meeting:

Join Zoom Meeting

<https://us06web.zoom.us/j/83961457014?pwd=nRfsVLO1tr0bTyQj8cGDtGE8JmqfsC.1>

Meeting ID: 839 6145 7014

Passcode: 649436

One tap mobile: +16694449171

Meeting Item	Lead	Outcome
A. CALL TO ORDER Chair Daron McDaniel, MCAG, called the June 26, 2026, meeting of the San Joaquin Valley Regional Policy Council to order at 10:05 a.m. A quorum was confirmed.	Chair	10:05 a.m.
B. ROLL CALL Georgiena Vivian, VRPA Technologies, SJV Coordinator, conducted roll call and confirmed the members and alternates shown in the attendance table above.	Georgiena Vivian	Quorum confirmed

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San Joaquin Valley Regional Policy Council

Roll Call

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Member	Saul	Ayon	Mayor	City of McFarland	Y
Member	David	Couch	Supervisor, 4 th District	County of Kern	N
Kings County Association of Governments (KCAG)					
Member	Doug	Verboon	Supervisor, District 3	County of Kings	Y
Madera County Transportation Commission (MCTC)					
Member	Robert	Poythress	Supervisor, District 3	County of Madera	Y
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Merced County Association of Governments (MCAG)					
Member – Chair	Daron	McDaniel	Supervisor, District 3	County of Merced	Y
Member	Matthew	Serratto	Mayor	City of Merced	Y
San Joaquin Council of Governments (SJCOG)					
Member	Robert	Rickman	Supervisor, District 5	County of San Joaquin	Y
Member	Gary	Singh	Mayor, At-Large	City of Manteca	N
Stanislaus Council of Governments (StanCOG)					
Member – Vice Chair	Vito	Chiesa	Supervisor, District 2	County of Stanislaus	Y
Member	Rosa	Escutia-Braaton	Councilmember, District 1	City of Modesto	N
Tulare County Association of Governments (TCAG)					
Member	Dennis	Townsend	Supervisor, District 5	County of Tulare	Y
Alternate Member	Linda	Launer	Councilwoman	City of Dinuba	Y
San Joaquin Valley Air Pollution Control District (SJVAPCD)					
Alternate Member	Mark	Montelongo	Director of Policy and Government Affairs	SJVAPCD	Y
San Joaquin Powers Authority (SJIPA)					
Member	Ahdel	Ahmed	Public Relations Manager	SJIPA	Y



C. Approval of Minutes - April 24, 2026, Meeting

Vice Chair Chiesa asked whether members had corrections to the April 24, 2026, meeting minutes. No corrections were offered. Dennis Townsend moved to approve the April 24, 2026, meeting minutes, and Jose Rodriguez seconded the motion. The motion carried by roll call vote with no opposition.

D. Discussion and Action Items

D.1. Budget, Policy, and Legislative Updates

D.1.a. State Budget, Policy, and Legislative Update

D.1.a.1. State Legislative Update

Gus Khouri, Khouri Consulting/Actum, State Legislative Advocate, reported that the Legislature had one week remaining before its summer recess and had passed the state budget on June 15 to satisfy the constitutional deadline, while leaving several significant expenditure and policy issues unresolved. The principal concern was the future of the Cap-and-Invest expenditure plan. He stated that amendments approved by the California Air Resources Board (CARB) on May 29 could redirect or eliminate funding that the Valley relies upon for transit capital and operations, affordable housing, and AB 617 community air-protection programs. The proposed approach would instead place greater emphasis on stabilizing the allowance market, assisting regulated industries, preventing out-of-state energy “leakage,” and expanding utility-ratepayer rebates.

Gus explained that a broad coalition was opposing the proposed funding shift and was working to offer solutions rather than only objecting to the changes. One concept being advanced was the temporary use of truck weight-fee revenues, which he estimated generate approximately \$1.2 billion to \$1.3 billion annually and have been redirected since 2011. He contrasted resistance to using those revenues with consideration of a \$10 billion housing bond under SB 417. He also described differing priorities among state leaders: the Senate President pro Tempore was emphasizing that existing commitments should be honored, the Assembly Speaker was focused on industry participation and leakage, and the Governor was emphasizing affordability and utility rebates.

The Council was also advised that substantial SB 125 transit funding remained outstanding. Khouri stated that approximately \$5.1 billion had been authorized statewide, approximately \$4.4 billion had been appropriated, and nearly \$700 million remained unappropriated. He further stated that the Valley had not yet received its full share of the appropriated funds and was owed approximately \$440 million to be made whole. Gus emphasized the need for continued advocacy on both the remaining statewide balance and the Valley’s outstanding allocations.

Regarding other state matters, Gus noted that the California Transportation Commission (CTC) had released draft SB 1 Cycle 5 Guidelines, with applications anticipated in November and awards the following June. Because an approved Sustainable Communities Strategy (SCS) is a prerequisite for several competitive programs, he cautioned that unresolved funding and target issues could directly affect the Valley’s ability to compete. CARB was also expected to revisit SB 375 in November, including possible 2045 targets, even though the Valley was already finding the current targets difficult to meet without adequate implementation funding.

Gus concluded with an update on SB 1087, sponsored by the four largest metropolitan planning organizations. The bill was facing two Assembly policy committee hearings before the legislative deadline, and amendments had been discussed but were not yet in print. The Valley was weighing in to preserve provisions that would provide CEQA-related relief in preparing planning documents and avoiding duplicative alternative documents. He stressed that the final bill should recognize the Valley’s distinct geography, development patterns, traffic conditions, and implementation constraints.

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D.1.b. Federal Budget, Policy, and Legislative Update

D.1.b.1. Federal Legislative Update

Jen Covino, Covino, Smith and Simon, Federal Legislative Advocate, highlighted the 21st Century Road to Housing Act, which had passed both houses of Congress. She reported that a planned presidential signing had been cancelled, leaving the bill's immediate status uncertain, but explained that it could still become law without a signature if Congress remained in session for the applicable period and the President did not veto it. Although the measure was principally a housing bill, she advised regional planning staff to track it because of its relationship to land use and transportation planning.

Jen also reported that Senate Appropriations Committee consideration of the federal fiscal year 2027 spending bills had been delayed because the committee lacked the votes needed to advance bills while Senator Mitch McConnell was hospitalized. The delay affected pending congressionally directed spending requests submitted through Senators Padilla and Schiff, including the Transportation, Housing and Urban Development appropriations bill. Jen noted that her team would distribute the Senate project tables when available and incorporate successful Valley requests into the federal platform for the September Valley Voice trip.

On surface transportation reauthorization, Jen explained that the House Transportation and Infrastructure Committee had introduced the Build America 250 Act as the proposed successor to the Infrastructure Investment and Jobs Act, which was scheduled to expire at the end of September. She identified favorable provisions for goods movement, local bridges, agricultural transportation, and farm-to-market infrastructure, including a version of legislation championed by Congressman David Valadao. The Senate process was further behind because four committees share jurisdiction, although the Environment and Public Works Committee had received a top-line funding amount that would allow work on the highway, rail, and transit titles to proceed.

Senate leadership was not expected to prioritize a major surface transportation vote before the midterm elections because of the political sensitivity of the gas tax and Highway Trust Fund revenues. Jen anticipated that Congress would still need to extend the program and continue revenue collection in some form, while a full House-Senate agreement might not occur until the lame-duck session or potentially 2027. She stated that the September Valley Voice trip should occur at a useful point for influencing the Senate titles.

Jen also confirmed that a preliminary federal platform had been provided for Valley review and asked all member agencies to identify pending federal grant applications and earmark requests, including applications to the INFRA program. Georgiena Vivian, SJV Coordinator, explained that the preliminary platform would first be reviewed by the Directors' Committee, then the Executive Committee, and then the Policy Council, with multiple opportunities for revisions before September.

In response to a question from Member Jose Rodriguez, MCTC, about alternatives to the gas tax, Jen described the House proposal for a national registration fee of up to \$150 for electric vehicles and \$50 for hybrid vehicles. The proposal was estimated to generate approximately \$100 billion over ten years and would be accompanied by a pilot program allowing states to continue studying vehicle-miles-traveled fees. She stated that the House appeared to prefer registration fees over a national VMT charge. A prior proposal to charge approximately \$20 annually on all passenger vehicles was not included in the current bill but remained part of the broader policy discussion. Because no national light-duty vehicle registration fee currently exists, implementation details were still being developed; one possible approach would have dealerships collect the fee and transmit revenues through state departments of transportation to the U.S. Department of Transportation, with implementation assistance provided to the states.

Member Dennis Townsend, TCAG, emphasized the importance of the farm-to-market provisions for agricultural counties and requested that they remain a high priority during the Washington meetings. Jen agreed and stated that the Senate committees should be urged to retain the House provisions, while also recognizing the work of Representatives Valadao, Costa, Fong, and

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other sponsors. Gilbert Valencia Contreras of the Federal Highway Administration introduced himself as an observer during this discussion.

D.1.b.2. Washington, D.C. Valley Voice Trip - Status

Georgiena Vivian, SJV Coordinator, reported that planning was underway for the September Valley Voice trip. Many participants were expected to arrive on Sunday, September 13, and depart Thursday, September 17, with the principal advocacy meetings scheduled for September 15-16. At the time of the meeting, approximately 25 hotel rooms were reserved. Georgiena encouraged agencies and elected officials who had not yet confirmed to do so promptly, particularly where elected representation remained uncertain.

Jen Covino, Federal Legislative Advocate, requested the preliminary attendee list so her team could begin submitting meeting requests before the July 4 congressional recess. Anticipated meetings included the White House Office of Intergovernmental Affairs, U.S. Department of Transportation, and U.S. Environmental Protection Agency, with participants invited to identify other federal agencies or officials they wished to meet.

D.2. RTP/SCS Updates and Air Quality Issues

D.2.a. SB 375 - 2026 GHG Reduction Targets Update

Ted Smalley, TCAG, commended the Valley COG staff for their coordinated work and specifically recognized Ryan Niblock's (SJCOG) leadership and the assistance provided by Air District Executive Director Samir Sheikh. Ryan reported that, following a recent meeting with CARB, the Valley continued to hear that the updated 2030 greenhouse-gas reduction target would likely remain at its current level. He cautioned that advocacy organizations might seek a more stringent target, while the Valley's technical analysis showed that even maintaining the current target would be extremely difficult. He noted that staff would continue providing that analysis and supporting information to CARB.

D.2.b. Federal Air Quality Conformity

Ryan Niblock, SJCOG, reported that the Valley COGs had either released, or were preparing to release, the RTP/SCS air-quality and conformity materials for public review. A significant concern was the delayed federal approval of the air-quality plan and motor-vehicle emissions budgets associated with the 2008 ozone standard. The COGs had expected that approval to be completed well before adoption of their RTP/SCS documents, and no substantive change to the plan was anticipated; however, the timing had become critical for adoption resolutions and conformity findings.

Based on the most recent information from Air District staff, EPA was expected to advance the action the following week, beginning a 30-day public comment period covering most of July. A final action could follow approximately two weeks after the comment period, making mid-August the earliest anticipated approval date. Ryan explained that further delay could create complications for board resolutions stating that the conformity determination was based on all current and applicable approved plans and budgets. He noted that Valley staff would continue monitoring the federal action, pressing for timely completion, and adjusting their approach, as necessary. Council members thanked staff for the extensive technical and interagency coordination and observed that the matter remained "touch and go," although a workable path appeared to exist.

D.2.c. San Joaquin Valley Air Quality and State Implementation Plan Update

Mark Montelongo, representing the San Joaquin Valley Air Pollution Control District (SJVAPCD), reported that EPA had proposed extending the attainment deadline for the 2012 annual PM_{2.5} standard from December 31, 2025, to December 31, 2030. The proposed extension was described as a significant positive development reflecting work by the Air District, CARB, EPA, and Valley agencies, and it was undergoing a 30-day federal public comment period.

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He noted that EPA had also finalized a conditional approval of the Valley's ozone contingency-measure State Implementation Plan (SIP) revision for the 2008 ozone standard. The revision addresses federal contingency requirements that apply when an area misses planning milestones or attainment deadlines. Mark stated that the federal action validated the District's work, while additional implementation activities would continue.

He also noted that for the 2006 24-hour PM_{2.5} standard, EPA finalized an action correcting a previously granted attainment-date extension and determined that the Valley did not attain the standard by December 31, 2019. He stated that the Air District was working with CARB and EPA to evaluate the implications and would provide additional updates as the federal actions and future SIP revisions progressed.

D.3. Khouri Consulting and Actum LLC Merger - Contract Authorization

Robert Phipps, Vice Chair of the Directors' Committee, Fresno COG, explained that Khouri Consulting had merged with Actum LLC, a global public-affairs and lobbying firm with offices in Sacramento, Los Angeles, New York, Washington, D.C., and London. Because Fresno COG's existing Valleywide state advocacy contract was specifically with Khouri Consulting, the merger required a contractual change. Gus Khouri had submitted an Actum scope of work that was substantively identical to the current scope, with no change in the service terms, and had provided an updated conflict-of-interest certification.

The RPC Directors' Committee reviewed the matter and recommended approval. Robert explained that the transaction functioned as an amendment for continuity purposes but technically would establish a new contract with Actum for the remainder of the existing term through June 30, 2027. At that point, the Valley could consider a renewal or a new competitive procurement. Gus stated that he would remain the Valley's primary point of contact and that the merger would provide additional expertise and staff resources without changing day-to-day service.

Vice Chair Vito Chiesa, StanCOG, moved to authorize Fresno COG to amend or replace the existing Khouri Consulting contract with an Actum LLC contract consistent with the staff recommendation. Member Jose Rodriguez, MCTC, seconded the motion. The motion carried by roll call vote without opposition; the Chair announced the vote as unanimous.

D.4. SJVCOG Final Draft FY 2026/27 Overall Work Program

Georgiana Vivian, SJV Coordinator, presented the Final Draft FY 2026/27 Overall Work Program and explained that it was substantially the same document previously reviewed by the committees and Council. Final refinements included minor Air District revisions to the air quality work element, updated Policy Council and Directors' Committee rotation schedules, additional information regarding the 2026 retreat and Executive Committee, and updated meeting and travel schedules.

The budget was also updated to reflect current costs and previously approved contractual increases. The prior legal-counsel budget was removed because the existing arrangement had ended. The Valleywide calendar included meetings of the Policy Council, Executive Committee, and Directors' Committee, as well as the September 13-17 Washington, D.C. travel window. Georgiana noted that the need for each scheduled meeting would be evaluated as the year progressed. She also noted that the Sacramento Valley Voice dates had not yet been determined but were generally expected during the first or second week of March 2027.

Member Robert Poythress, MCTC, asked what mechanism would be available if the Policy Council needed legal advice during the year. Georgiana responded that the incoming Chair and Vice Chair of the Directors' Committee had already begun discussing this issue and would work with the Directors' Committee to identify options during the following month or two. Member Poythress supported establishing a readily available arrangement so the Valley would not have to locate counsel after an urgent issue arose.

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During the roll call vote, Alma Beltran asked why Alvaro Preciado, who was listed in the agenda and was attending the meeting, was not being called to vote. KCAG staff stated that Preciado was no longer representing KCAG and that the change occurred on the Wednesday after the agenda was distributed. Beltran requested confirmation of the official status to avoid confusion or potential procedural concerns. The Chair stated that the matter could be reviewed.

Member Jose Rodriguez, MCTC, moved to approve the SJVCOG Final Draft FY 2026/27 Overall Work Program. Member Robert Poythress, MCTC, seconded the motion. The motion carried by roll call vote without opposition.

D.5. 2026 Policy Council and Directors' Committee Retreat - Recap and Next Steps

Georgiena Vivian, SJV Coordinator, reported that follow-up work had begun with the Directors' Committee and that a workshop was scheduled for the following week. The first priority would be developing a process to identify and prioritize Valleywide projects that the Valley's regional agencies could support collectively. Georgiena noted that Diane Nguyen, SJCOG would lead the initial discussion, which was planned at SJCOG's offices and would focus on practical implementation steps.

Additional retreat topics would be addressed over the next several months, including air quality, high-speed rail, identification of funding sources, and the other policy areas raised during the retreat. Georgiena noted that staff would translate the retreat input into directives and implementation strategies and determine whether amendments to the newly adopted Overall Work Program were needed. She characterized the retreat as successful and noted that it generated substantial input from elected officials, Policy Council members, and COG directors.

E. Informational Items

Georgiena Vivian, SJV Coordinator, stated that the upcoming meeting sequence would focus primarily on development of the 2026 federal platform, with opportunities for member input and for identifying speaking roles for participants in Washington, D.C. The following meetings and milestones were noted:

- ✓ Directors' Committee - July 2, 2026: Review the preliminary federal platform.
- ✓ Executive Committee - July 17, 2026: Review the preliminary federal platform.
- ✓ Policy Council - July 17, 2026: Federal platform review and Washington, D.C. planning session.
- ✓ Directors' Committee - August 6, 2026: Recommend approval of the federal platform to the Policy Council.
- ✓ Policy Council - August 21, 2026: Federal platform review and Washington, D.C. planning session.
- ✓ Directors' Committee - September 3, 2026: Final Washington, D.C. trip preparation.
- ✓ Valley Voice Washington, D.C. meetings - September 15-16, 2026, within the September 13-17 travel window.

F. Other Items

F.1. Executive Committee Report

Chair McDaniel, MCAG, reported that there was no Executive Committee information requiring a separate update.

F.2. Directors' Committee Report

Stacie Guzman, Chair of the Directors' Committee, MCAG, reported that her term as Directors' Committee Chair would conclude in four days. Patricia Taylor of MCTC would become Chair, and Jay Schlosser of Kern COG would become Vice Chair. Stacie thanked Robert Phipps for serving as Vice Chair during the committee's recent leadership transition. Council members and attendees expressed their appreciation for Stacie's service and applauded her work as Chair.

F.3. Policy Council Member Comments

No additional Policy Council member comments were offered.

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.



G. Public Comment

Chair McDaniel, MCAG, opened the public comment period for matters within the Council's jurisdiction that were not listed on the agenda. No public comments were received.

H. Adjournment

Before adjournment, Vice Chair Chiesa, StanCOG, acknowledged that Stanislaus County Supervisor Buck Condit had participated as an observer. With no further business and no closed session scheduled, the meeting was adjourned by consensus at approximately 11:05 a.m. The Chair wished participants a safe Independence Day holiday.

I. Closed Session

A closed session was not scheduled or held.

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Other Meeting Participants

Yes	No	Director Agency	Yes	No	Director Agency
☐	☒	Jay Schlosser Kern COG Vice Chair, Directors' Committee	☒	☐	Gus Khouri Khouri Consulting/Actum
☒	☐	Stephan Sanchez Kern COG	☒	☐	Jen Covino Covino, Smith & Simon
☒	☐	Rob Ball Kern COG	☒	☐	David Gellman Covino, Smith & Simon
☒	☐	Ted Smalley TCAG	☐	☒	Aly Hernandez Covino, Smith & Simon
☒	☐	Ben Giuliani TCAG	☒	☐	Georgiena Vivian SJV Coordinator VRPA Technologies
☒	☐	Ben Kimball TCAG	☐	☒	Carolina Ilic VRPA Technologies
☐	☒	Steven Ingoldsby TCAG	☐	☒	Dena Graham VRPA Technologies
☐	☒	Roberto Brady TCAG	☐	☒	Ryan Vivian VRPA Technologies
☒	☐	Terri King KCAG	☐	☒	Samer Shaath CHSRA
☒	☐	Robert Phipps Fresno COG	☐	☒	Allison Rodriguez CHSRA
☒	☐	Simran Jhutti Fresno COG	☐	☒	Augie Blancas CHSRA
☒	☐	Erin Haagenon Fresno COG	☐	☒	Michael Navarro Caltrans D6
☒	☐	Santosh Bhattarai Fresno COG	☐	☒	Nabeelah Abi-Rached Caltrans D6
☒	☐	Patricia Taylor MCTC Chair, Directors' Committee	☒	☐	Philip Vallejo Caltrans D6
☐	☒	Jeff Findley MCTC	☐	☒	Grace Magsayo Caltrans D10
☒	☐	Stacie Guzman MCAG	☒	☐	Caleb Brock Caltrans D10
☒	☐	Nav Bagri MCAG	☐	☒	Tom Dumas Caltrans D10
☒	☐	Meg Prince MCAG	☐	☒	Duper Tong Caltrans, D10
☒	☐	Amber Collins StanCOG	☐	☒	Gurwinder Sekhon Caltrans D10
☐	☒	Jose Luis Caceras StanCOG	☐	☒	Caleb Brock Caltrans D10
☐	☒	Monica Streeter StanCOG	☐	☒	Bill Higgins CALCOG
☐	☒	Nick St. Cook StanCOG	☐	☒	Sabrina Bradbury CALCOG
☐	☒	Diane Nguyen SJCOG	☐	☒	Gregory McAteer CALCOG
☒	☐	Ryan Niblock SJCOG	☐	☒	Vincenzo Caporale CALCOG
☐	☒	Kim Anderson SJCOG	☐	☒	Alex Marcucci Trinity Consultants
☒	☐	Mark Montelongo SJVAPCD	☒	☐	WB Aguilera TCAG
☐	☒	Tim Franquist SJVAPCD	☒	☐	Buck Condit Supervisor, County of Merced
			☒	☐	Kristine Cai LSA
			☒	☐	Blake Rincon Fresno COG
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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.&3

**Draft Federal Platform
and Speaking Assignments**

DRAFT
Valley Voice
Federal Legislative Platform
07/30/26

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, & 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. Kern COG 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** (Kern COG) 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**. Kern COG 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. Kern COG 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 (Kern COG)** 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.
- ✓ **Kern County** is seeking approximately \$8.5 million through DCIP to support the **Kern County Rosamond Sheriff Community Support Facility for Edwards Air Force Base 93560-7897**. The project proposes to construct a 5,300-square-foot sheriff substation in the unincorporated community of Rosamond to address public safety infrastructure deficiencies in the defense community immediately adjacent to Edwards Air Force Base. By establishing a permanent law enforcement and emergency response facility closer to installation personnel, civilian employees, contractors, military families, visitors, and transportation corridors that support the installation, the facility will result in improved response times and a permanent and scalable law enforcement presence to support force protection, emergency response, interagency coordination, public contact, incident stabilization, and mutual air coordination with military and civilian partners.

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 Pollution Control District	Funding will be used to support alternative practices for the disposition of agricultural woody waste.	\$1,000,000	Schiff
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

Valley Voice
Federal Legislative Platform
SPEAKER ASSIGNMENTS

07/30/26

Our Policy Priorities: Principles for the Surface Transportation Reauthorization

Introduction and Overview

Primary Speaker: Supervisor Robert Poythress, Madera County

Farm-to-Market Road Improvement Act

Primary Speaker: Mayor Rudy Mendoza, City of Woodlake

Secondary Speaker: Supervisor Dennis Townsend, Tulare County

Enhancing the Administration's Deregulatory Agenda

Further Streamlining NEPA

Primary Speaker: Chair Daron McDaniel, Supervisor, Merced County

Secondary Speaker: Supervisor Robert Rickman, San Joaquin County

Advancing Clean Air Priorities Through Federal Partnership

Primary Speaker: Samir Sheikh, Executive Director, San Joaquin Valley Air Pollution Control District

Secondary Speaker: Ryan Niblock, Deputy Director of Programming and Project Delivery, San Joaquin Council of Governments

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

Highways

Introduction

Primary Speaker: Chair Daron McDaniel, Supervisor, Merced County

State Route 132/99 Interchange Project, City of Modesto, Stanislaus County

Speaker TBD by sponsoring agency

State Route 99/120 Interchange Improvement Project Phase 1B, SJCOG, San Joaquin County

Speaker TBD by sponsoring agency

Sustainable Heavy-Duty Incentives for Freight Transition Project, SJVAPCD

Speakers: Samir Sheikh, SJVAPCD, Vito Chiesa, StanCOG, and Jose Rodriguez, MCTC

Digital Passenger Experience Program, SJRRC

Primary Speaker: Supervisor Vito Chiesa, Stanislaus County

Local Infrastructure

State Route 99/233 Multimodal Interchange Improvement Project, Chowchilla, Madera County

Speaker Robert Poythress and Patricia Taylor

Kern COG Safe Streets and Roads for All Application(s) (PENDING)

Speaker TBD by sponsoring agency

Rail

Introduction

Primary Speaker: Supervisor Doug Verboon, Kings County

Secondary Speaker: Supervisor Vito Chiesa, Stanislaus County

Modernizing Operations and Rail Enhancements Project, SJJPA

Primary Speaker: Supervisor Doug Verboon, Kings County

Safe High-Impact Investments for Future Train Service Project, SJRRC

Primary Speaker: Supervisor Vito Chiesa, Stanislaus County

Diesel Locomotive Replacement, SJVAPCD

Speakers: Samir Sheikh, SJVAPCD, Vito Chiesa, StanCOG, and Jose Rodriguez, MCTC

Cherry Avenue Grade Separation Project, Kern COG

Speaker TBD by sponsoring agency

Olive Avenue Rail Crossing Safety Enhancement Project, City of Madera, Madera County

Speaker Jose Rodriguez

Atwater-Merced Railroad Crossing Separation Project, Merced County

Speaker TBD by sponsoring agency

Cherry Avenue, Kratzmeyer Road, and Renfro Road Grade Separations Project, Kern COG

Speaker TBD by sponsoring agency

Transit Reliability through Upgraded Sustainable Transportation Program, SJRRC

Primary Speaker: Supervisor Vito Chiesa, Stanislaus County

Defense Communities

Edwards Air Force Base North Gate State Route 58/California City Boulevard and Access Improvement Project, Kern COG

Primary Speaker: Jay Schlosser, Executive Director, Kern Council of Governments

Kern County Rosamond Sheriff Community Support Facility for Edwards Air Force Base 93560-7897, Kern County

Primary Speaker: Jay Schlosser, Executive Director, Kern Council of Governments

Securing FY 2027 Appropriations for Regional Projects

Primary Speaker: Chair Daron McDaniel, Supervisor, Merced County

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