



2026 VALLEY VOICE SACRAMENTO

SAN JOAQUIN VALLEY
REGIONAL PRIORITIES

2026





The San Joaquin Valley Regional Policy Council

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

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policymakers and agency staff in Sacramento and Washington, DC. Each year, a coalition of elected officials and regional agency staff from throughout the region travels to Sacramento and Washington, DC to advocate for the valley with a unified voice.

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

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San Joaquin Valley Regional Policy Council

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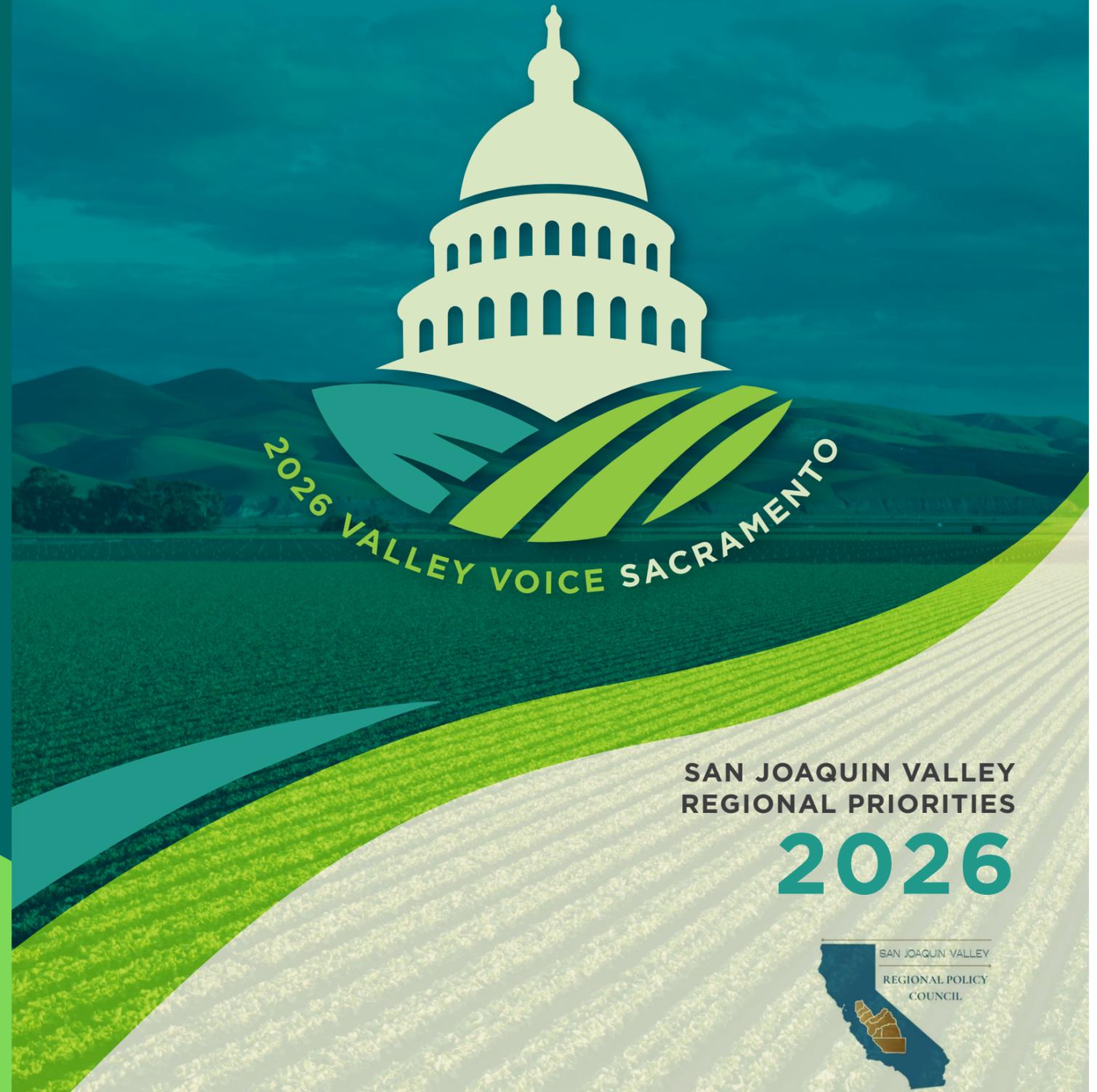
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www.sjvcogs.org



SAN JOAQUIN VALLEY REGIONAL PRIORITIES

2026



2026 VALLEY VOICE SACRAMENTO DELEGATION

Tulare County Representatives

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2025 Sacramento Valley Voice Delegation

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

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

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

- ✓ Protect transportation funding by reconciling conformity to environmental mandates.
- ✓ Support stable, equitable, and environmentally conscious state funding of alternatives to petroleum fuel sources to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.
- ✓ Prioritize feasible implementation strategies for State and regional climate goals to improve air quality and mobility.
- ✓ Pursue innovative and pragmatic solutions to address climate and mobility goals.
- ✓ Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.
- ✓ Monitor the implementation of SB 743, AB 285, and the discussion on amending SB 375 to protect the ability to continue addressing congestion management and safety on the state highway system, without compromising economic activity.
- ✓ Restore FARMER funding to accelerate air quality goals.



Merced County Campus Parkway Project

LEVERAGE STATE FUNDING TO ADDRESS GOODS MOVEMENT MOBILITY AND SAFETY

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

Solutions include:

- ✓ Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process, or any other state sources to address safety, congestion management, and goods movement.
- ✓ Advocate for a successor source to the gas tax to ensure stability and predictability of funding.
- ✓ Ensure that CSIS allows investments to enhance safety and goods movement on the state highway system.



Kings Area Regional Transit “Baby Bus”

ACCESS TRANSIT FUNDING

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

- ✓ Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.
- ✓ Stabilize and increase transit funding levels.
- ✓ Protect and augment existing programs to encourage mode-shift.



ACE Train at the Stockton Station

ENHANCE PASSENGER RAIL SERVICE

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

- ✓ Provide enhanced passenger rail service to better connect the San Joaquin Valley to Sacramento, the Bay Area, and Southern California.
- ✓ Maintain and increase funding for commuter and intercity passenger rail for ACE, San Joaquins, and Valley Link. Pursue funding opportunities made available through CalSTA.

2026 VALLEY VOICE SACRAMENTO DELEGATION

Merced County Representatives

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2025 Sacramento Valley Voice Delegation



2026 SACRAMENTO VALLEY VOICE - PROJECT LIST

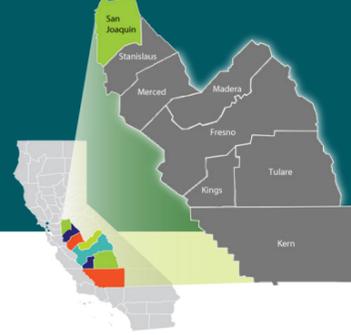
INNOVATIVE ACTIVE TRANSPORTATION, TRANSIT, AND HOUSING IN THE SAN JOAQUIN VALLEY

The San Joaquin Valley Regional Policy Council appreciates and supports the State of California's environmental, transportation and housing goals, and agree that a regional approach to these issues provides the ideal forum for State and local governments to partner on shared priorities. Accordingly, the Policy Council herein highlight their most recent transit, active transportation and housing projects and programs that demonstrate Valley commitment to these ideals. The more we work together, the faster we will improve conditions for our most vulnerable populations.



SAN JOAQUIN COUNTY

www.sjcog.org



KERN COUNTY

www.kerncog.org



TRANSIT

Our region's transit providers are recovering from the COVID-19 fiscal cliff as quickly as possible while seeking to transition to zero-emission technology as quickly as possible. The region has invested in a county-wide ticketing app that integrates each operator's ticketing systems, enabling more robust trip planning and seamless transfers between providers. The shared ticketing app also integrates Uber services directly and provides financial incentives for transit use. Additionally, the region has made significant investments into its rideshare incentives program, which provides vanpool options for employees. SJCOG's vanpool usage has tripled since the start of the pandemic, resulting in significant VMT & GHG reductions.

SB 125 PROJECTS

SB 125 FUNDING	Project Type	Partner Agencies
\$67,129,902	Transit agencies will utilize all funds to address operational cost shortfalls attributable to the COVID-19 pandemic and restore transit agency services to those that existed during the 2021-2022 fiscal year.	Escalon, Lodi, Manteca, Ripon, San Joaquin Regional Rail Commission, San Joaquin Regional Transit District, Tracy

ACTIVE TRANSPORTATION

Regarding Active Transportation, SJCOG has made significant financial contributions to projects across the region. Where the State has typically offered less than \$8M to San Joaquin County for each Active Transportation Program regional call for projects, SJCOG has been successful in allocating federal CMAQ and regional Measure K funds, more than doubling the funds available to partner agencies.



TRANSIT

Most Kern COG's transit operators are actively transitioning to zero emission transit vehicles and infrastructure. The City of Arvin has achieved a full transition to zero-emission vehicles (ZEVs). In addition, the City expects to complete the conversion of its remaining spare-ratio fleet by the end of 2026. Golden Empire Transit, the region's largest transit provider is transitioning to hydrogen buses for fixed service. GET currently operates 14 Hydrogen Fuel Cell powered buses and plans to order 15 Hydrogen Buses (TIRCP Cycle 7 grant award). More than half of the transit agencies will take advantage of SB 125 funding to initiate the transition to zero emissions.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125
City of Arvin	Purchase ZEV Bus / Extended Bus Warranties	\$400,000
City of Arvin	Infrastructure Improvements (Microgrid)	\$100,000
City of Arvin	Facilities Improvements (Microgrid Parking Lot Repaving & EV Infrastructure)	\$140,000
City of Arvin	Construction Mgmt. & Program Admin	\$43,000
City of Arvin	Transit Free Rides Program	\$240,000
City of Arvin	Operation Expansion (Added Stop, Hours, & Personnel)	\$1,330,000
California City	Prefabricated Metal Building	\$1,662,000
City of Delano	Transit Operations Maintenance & Training Facility	\$27,915,000
Golden Empire Transit	Operations FY 24-25 and FY 25-26	\$56,245,000
Golden Empire Transit	Operations and Admin Facility	\$105,000,000
Golden Empire Transit	Electric Vehicles	\$10,171,000
Kern Regional Transit	Zero Emissions Buses & Supporting Infrastructure	\$44,616,000
City of Ridgecrest	Purchase 6 Electric Vans	\$3,431,000
City of Shafter	Free Ridership Program	\$100,000
City of Shafter	Saturday Services Expansion	\$83,000
City of Shafter	Transit Scheduling App	\$50,000
City of Shafter	Project Administration All Projects	\$16,000
City of Shafter	New Bus Storage with Solar Panels	\$872,000
City of Shafter	Battery Storage	\$60,000
City of Shafter	New small Operations Office Land	\$556,000
City of Shafter	Transit Facility Land	\$200,000
City of Shafter	2 Electric Buses or Vans	\$300,000
City of Shafter	New Security Cameras on Transit Vehicles and Servers	\$100,000
City of Shafter	Farebox Ticketing and Payment Systems	\$60,000
City of Taft	Zero Emission Transit Vans (6)	\$828,000
City of Tehachapi	Improvements to Downtown Transit Center/ EV Charging	\$1,392,000
City of Wasco	New Operations, Maintenance, and Transit Facility	\$3,104,000
City of McFarland	Design and Construct Transit Station	\$1,350,000
		\$260,364,000

ACTIVE TRANSPORTATION

Kern COG was awarded an Active Transportation Program Cycle 5 grant of \$792,000 from the California Transportation Commission to conduct the non-infrastructure project titled "Safe Routes for Cyclists in Kern County's Disadvantaged Communities." This program includes the following traditional "Safe Routes" program areas of Education and Encouragement.

The project was completed in May of 2025, and post-project evaluation showed an 11.34% increase overall in bicycle activity in the several focus communities.

HOUSING

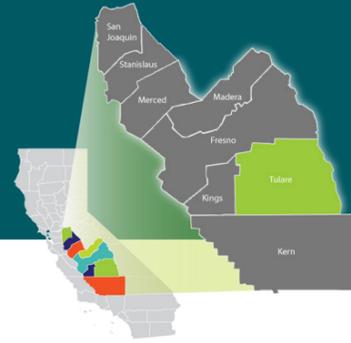
Kern Council of Governments (Kern COG) created a public online mapping tool that shows proposed RHNA housing allocations for each Kern County jurisdiction. Users can also review parcel level data to assess potential housing capacity, helping planners, developers, and community members prepare Housing Element updates that meet state requirements.

To support housing production and sixth cycle RHNA compliance, Kern COG administers REAP 2019 funds, which help jurisdictions streamline housing planning and remove development barriers. Kern COG also assists local agencies in pursuing additional grants for sustainability, transportation, and affordable housing projects.

Through the REAP 2.0 program, Kern COG is currently partnering with member agencies to advance affordable housing initiatives across the region, demonstrating its ongoing commitment to collaboration, technical assistance, and tools that promote equitable and sustainable growth.

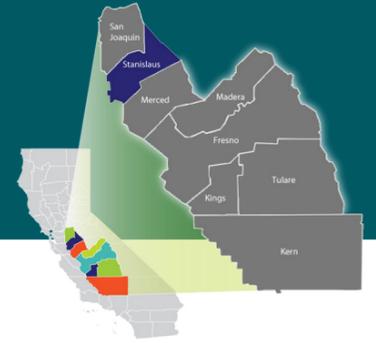
TULARE COUNTY

www.tularecog.org



STANISLAUS COUNTY

www.stancog.org



The Tulare County Association of Governments (TCAG), in partnership with the California Department of Transportation (Caltrans), has received \$98 million in FY 25/26 INFRA funding from DOT to improve vehicle and freight movement along State Route (SR) 99 by providing a consistent six-lane cross-section to close facility gaps. Caltrans/TCAG has received a \$63 million grant from the State for Trade Corridor Enhancement Program (TCEP) that completes funding for the project. Construction will start FY 26/27.

SB 125 PROJECTS	
PROJECT	SB 125 FUNDING
CVC Lindsay Transfer Center	\$2,000,000
Visalia Microtransit Charging Infrastructure	\$8,628,262
TCRTA Charging Infrastructure and Maintenance Facility Improvements	\$9,257,702
TCRTA 2 Electric Buses	\$2,800,000
Visalia 5 Electric Buses	\$7,372,833
CVC Express Bus 2 Year Pilot Program	\$7,000,000
Porterville Electric Bus Maintenance Facility	\$9,000,000
TCAG Program Administration (0.5%)	\$243,358
Farmersville Transfer Center Cost Increase	\$500,000
Visalia 2 Year Microtransit operations pilot	\$3,310,738
TCRTA 2 Year Microtransit operations pilot	\$5,931,560
Total	\$56,044,453

TRANSIT

Our region's transit providers are embarking on an aggressive effort to transition to zero emission (ZE) transit vehicles and infrastructure. The transit providers have successfully secured federal and state funding for the purchase of ZE vehicles, ZE fueling infrastructure, and maintenance facilities. In addition, the vast majority of SB125 funding made available by the State is being used for ZE capital projects. In addition to ZE transition efforts, transit providers continue to provide important services and incentives to their riders. On-demand micro transit has already been introduced in the region and is being implemented regionwide, highlighted by the Visalia-Tulare metro area. Development of the Cross Valley Corridor (CVC) project is progressing steadily. The CVC Phase I Express Bus service implementation is underway ultimately connecting the communities between NAS Lemoore and Lindsay, CA with convenient connections to Amtrak Gold Runner and eventually CA High-Speed Rail (HSR). With an expectation of high-quality transit service and transit-oriented development along the corridor, the CVC Express Bus Service is designed to build a ridership base that will one day lead to CVC Passenger Rail Service. TCAG continues to partner with CalVans investing in vans and passenger subsidies for their very effective vanpool service.

ACTIVE TRANSPORTATION

TCAG has been quite aggressive in promoting Active Transportation. To help agencies identify their active transportation needs, TCAG has committed to providing funding for its member agencies to develop Active Transportation Plans. Staff continues to work with our State partners at Caltrans and the California Transportation Commission (CTC) to promote Active Transportation in our region. As a result, agencies have been able to prepare highly competitive ATP funding applications. Over the most recent three ATP funding cycles, \$86.8 million in ATP funds have been awarded for 13 projects. The projects will provide safe routes to schools for students, active transportation alternatives for adults, and safe pedestrian crossings. Also included is a complete streets and pedestrian bridge project located on the Tule River Indian Reservation.

HOUSING

TCAG continues to work diligently to establish regional housing partnerships in the region. In partnership with TCAG, Self Help Enterprises has helped deliver quality low-income housing projects in the communities of Goshen and Farmersville. TCAG is also involved in preparing Affordable Housing and Sustainable Communities grant applications, which provide funding for housing, transit-oriented development, and infrastructure costs related to low-income housing developments throughout the region. In addition, TCAG recently received final approval of its REAP 2.0 application, which will provide funding for the construction of several high-density, low-income housing projects within close proximity to existing and proposed transit service.

TRANSIT

The majority of the SB 125 funds allocated to StanCOG were provided to the regional transit operator Stanislaus Regional Transit Authority (StanRTA). StanRTA will use the funds to comply with the California Air Resources Board (CARB) Innovative Clean Transit rule which requires an emission-free fleet by 2040, which fund a new transit operations and maintenance facility equipped with infrastructure to support a zero-emissions vehicle (ZEV) fleet. SB 125 funds are also being used to support the San Joaquin Regional Rail Authority (SJRRCA) multimodal station improvements in anticipation of the ACE Forward Passenger Rail service. The ACE Forward service will reduce GHG emissions, improve public health, reduce traffic-related injuries, and advance equity for priority populations in the Valley. Additionally, SB 125 funds were used to support the StanisCruise Vanpool program, which increased its capacity by 50% from 100 vans to 150 vans within nine months of operations.

SB 125 PROJECTS		
LEAD AGENCY	PROJECT	SB 125 FUNDING
StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	\$91,000,000
SJRRCA	Modesto-Ceres Valley Rail Stations	\$13,000,000
StanCOG's StanisCruise TDM Program	StanisCruise Vanpool Program - Maintain and Expand	\$8,228,952
		\$112,228,952

ACTIVE TRANSPORTATION

The region is making improvements in active transportation that are linked with new affordable housing in downtown Modesto, developers recently broke ground on 79 affordable apartments. The project includes downtown bike path connectivity and transit improvements enabled by Affordable Housing and Sustainable Communities Grant (AHSC) and Measure L funding. Also under construction in Modesto is the 9th Street Corridor Improvements Project with AHSC and local Measure L funding that support Archway Commons II, the recently completed 74-unit affordable housing project. These projects reduce GHG emissions by implementing sustainable land-use, housing, transportation, and agricultural preservation practices. The projects include multiple roundabouts and bicycle/active transportation infrastructure.

Additionally, Stanislaus County and StanCOG have partnered together to deliver the Church Street Mobility Enhancement Project, which will improve safety and mobility for non-motorized travel in the disadvantaged community of Empire.

HOUSING

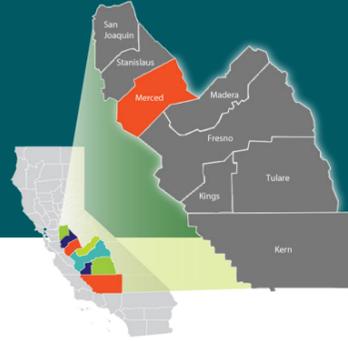
The City of Modesto, in partnership with Stanislaus County Affordable Housing Corporation (StanCo), and the Modesto Gospel Mission, recently completed the Grace Gardens bridge housing project. The project will benefit people experiencing homelessness by connecting residents to case managers and service providers.

The City of Modesto was also awarded nearly \$18 million in Homekey+ funding from the State of California to create a transformative housing project that will convert a local motel into 48 permanent supportive housing units for people experiencing homelessness.

StanCOG has awarded REAP 2.0 program funding to its member agencies through StanCOG's Transformative Funding Suballocation program. The agencies are utilizing the funding for activities that will accelerate infill developments, affirmatively furthering fair housing, and reducing Vehicle Miles Traveled.

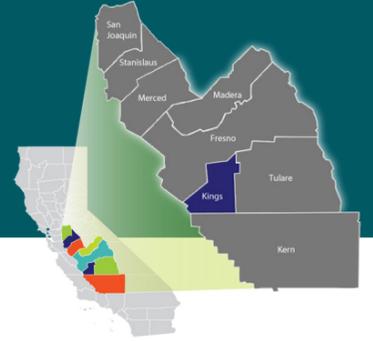
MERCED COUNTY

www.mcagov.org



KINGS COUNTY

www.kingscog.org



TRANSIT

The **Transit Joint Powers Authority for Merced County (The Bus)** is implementing a zero-emission transition plan that involves both battery-electric and hydrogen vehicles. The Bus has already met its 2026 zero-emission bus acquisition requirement with several battery-electric buses in operation. The first hydrogen bus will be introduced in 2026.

The agency has been operating microtransit in most of our rural communities for 5 years, and, with the implementation of new software in 2023, was able to increase ridership by 40% without expanding service hours. In partnership with Merced College, UC Merced, and the Measure V program, The Bus offers free fixed-route and microtransit services to students, veterans, seniors, and ADA-eligible passengers. Measure V also funds free paratransit service.

The **Yosemite Area Regional Transportation System (YARTS)** provides public transit coach service to Yosemite National Park from Merced, Mariposa, Tuolumne, Fresno, Madera, and Mono Counties. YARTS provides choice riders with a car-free option of travel to Yosemite, which takes thousands of cars off highways every year. This service was pioneered in Merced 25 years ago and has grown in service area and ridership ever since.

Both agencies [TJPA and YARTS] are actively engaged in high-speed rail station planning in the City of Merced and in Altamont Corridor Express (ACE) station planning in the Cities of Atwater and Livingston to ensure seamless passenger rail-to-bus transit connectivity in the future.

ACTIVE TRANSPORTATION

In 2024, MCAG developed and adopted its first **Regional Active Transportation Plan**, which assessed existing conditions and challenges related to active transportation in Merced County. The plan identified high-priority projects, funding opportunities, and implementation strategies to help jurisdictions secure federal, state, and regional grant funding for active transportation.

HOUSING

MCAG developed its first **multijurisdictional housing element** for the sixth cycle using REAP 1.0 funding to support jurisdictions in meeting housing requirements and accelerate housing production. Through MCAG's **REAP 2.0 program**, jurisdictions received additional funding to implement their housing elements and develop affordable housing. MCAG continues to collaborate with local jurisdictions to secure funding through the State's Affordable Housing and Sustainable Communities (AHSC) Program and other funding sources, supporting increased housing production and long-term affordability in the region.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
The Bus	Battery Electric Bus Charging Infrastructure	\$5,000,000
The Bus	Westside Operations and Maintenance Facility	\$8,000,000
YARTS	Seed Funding for Operations and Maintenance Facility	\$2,000,000
The Bus	Microtransit Service Expansion (Operations)	\$4,200,000
The Bus	Microtransit Service Expansion (Capital)	\$2,080,000
The Bus / YARTS	Hydrogen Fueling Station and Facility Compliance	\$5,600,000
The Bus	Hydrogen Bus Fleet Replacement	\$6,400,000
YARTS	CALSTART Fuel Cell Demo Project	\$1,000,000
The Bus / Amtrak	Amtrak Thru-Way Bus Service (Merced to Gilroy) Pilot	\$1,500,000
The Bus	ACE Bus Bridge Program	\$1,200,000
The Bus	Concourse Redesign at Merced Transpo Center	\$200,000
		\$37,180,000



TRANSIT

To promote transit in Kings County, KCAG has supported the transition to Zero-Emission Buses by funding CARB's Innovative Clean Transit (ICT) plan for both the Kings County Area Public Transit Agency (KCAPTA) and Corcoran Area Transit (CAT). KCAG has also contributed to the successful funding and construction of the multimodal transit center in the City of Hanford, which opened at the beginning of 2026. KCAG offices are now located within the Hanford transit center, enhancing accessibility and expanding opportunities for public outreach and engagement.

Within the region, KCAPTA has also successfully created easily accessible transit for travel even outside of the county with the connectivity they currently have with the Amtrak system. Ridership on KCAPTA's Kings Area Regional Transit (KART) services continue to increase, and have surpassed levels experienced prior to COVID-19.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
Kings County Area Public Transit Agency	Electric Bus Charging Infrastructure Project (Tulare Cross-Valley Corridor ZEB Expansion Phase 2)	\$7,649,293
Kings County Area Public Transit Agency	Tulare Cross-Valley Corridor ZEB Expansion Phase 1	\$1,460,381
Kings County Area Public Transit Agency	35' Battery Electric Buses	\$6,429,837
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,408
Corcoran Area Transit	Contactless Payment System	\$296,929
Corcoran Area Transit	Replace four Diesel Buses with ZEB	\$1,134,201
		\$18,104,049

ACTIVE TRANSPORTATION

To make walking and biking safer and easier, KCAG has developed the 2024 Regional Active Transportation Plan (RATP), which analyzed existing issues and conditions related to walking and biking. The plan identified the high-priority projects and provided funding information and implementation strategies to equip jurisdictions in Kings County to better compete for federal, state, and regional grant funds. Similarly, both the City of Hanford and the City of Corcoran have developed an updated Active Transportation Plan for their respective cities to improve pedestrian and bicycle facilities. Some of the most recent ATP projects that have been successfully funded in Kings County are in the City of Corcoran with the construction of sidewalks along various school routes, the installation of high visibility crosswalks, and construction of ADA curb ramps. Additionally, the construction of new sidewalks, new ADA curb ramps and crosswalk improvements at various locations along Whitley Ave., Otis Ave., Patterson Ave., Dairy Ave., and Orange Ave.

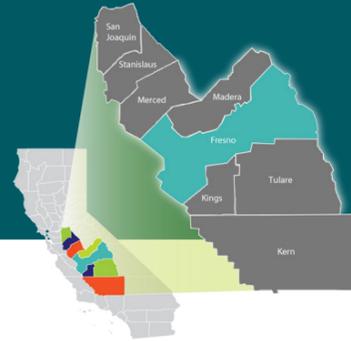
HOUSING

KCAG continues to support housing planning and production efforts throughout Kings County by assisting local jurisdictions with compliance under the sixth cycle of the Regional Housing Needs Allocation (RHNA) and housing element implementation. Through the Regional Early Action Planning (REAP) program, including \$1.7 million in REAP 2.0 funds suballocated to local jurisdictions, KCAG has supported locally led housing and infrastructure projects across the county.

REAP 2.0 investments include the City of Hanford's updates to its General Plan and GIS system to support data-driven housing and land use planning; water supply studies in the Cities of Lemoore and Avenal to address infrastructure needs and improve readiness for future housing development; and the City of Corcoran's Lakeview Terrace-Pickerell Avenue Bicycle and Pedestrian Improvement project, which supports affordable housing development while improving sidewalks, bicycle, and pedestrian infrastructure. Collectively, these projects help remove barriers to housing production, strengthen infrastructure capacity, and promote sustainable and equitable growth throughout Kings County.

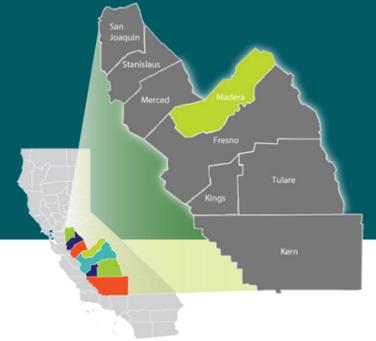
FRESNO COUNTY

www.fresnocog.org



MADERA COUNTY

www.maderactc.org



TRANSIT

Fresno Area Express (FAX) is advancing plans to incorporate zero-emission hydrogen fuel cell electric buses into its fleet with the SB 125 TIRCP/ZETCP program. As part of the purchase of new zero-emission buses, FAX is also constructing operational and maintenance improvements at its Downtown Fresno bus yard to refuel and maintain this new fleet. The project supports FAX efforts to meet the requirements under the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation and achieve the goals listed in the FAX Zero Emission Bus Rollout Plan, which will result in the reduction of emissions from greenhouse gases, improved transit services, and improved transit safety.

The Fresno County Rural Transit Agency (FCRTA) is planning to construct up to 15 sites in the FCRTA service area for a microgrid resiliency hub, which will include electric vehicle charging infrastructure and solar and battery storage. The resiliency hubs will include plug-in and inductive charging stations to allow FCRTA to quickly charge its electric bus fleet during layovers to advance the agency's transition to a zero-emission electric vehicle fleet.

Clovis Transit, based on recommendations from its recently completed Fleet Electrification Feasibility Study, is constructing a new Clovis Transit Center, which will be the operational and maintenance hub for Clovis Transit's bus service, to help fully transition the service to zero-emission operations and meet CARB's ICT regulations.

SB 125 PROJECTS

New TIRCP-Eligible Projects

Project Title	Implementing Agency	FY 2023-24	FY 2024-25	Total TIRCP Request
Clovis Transit Center - Zero Emission Transition Project	City of Clovis	\$6,437,310	\$6,453,631	\$12,890,942
The City of Clovis proposes to build a new Transit Center to meet the California Air Resource Board's (CARB's) Innovative Clean Transit (ICT) regulation. The City recently conducted a Fleet Electrification Feasibility Study, which highlighted the necessary construction of a new transit facility to commence a full transition to a zero emission operation. The project will consist of three phases: Phase I Pre-Construction, Phase II Construction, and Phase III Infrastructure and Zero Emission Vehicles. The TIRCP formula funding will support the first phase of the project by allowing the City of Clovis to purchase the land, conduct the environmental review, and complete the planning and design documents for the proposed Clovis Transit Center.				
Capacity Increasing Bus Stop Improvements	FAX	\$3,310,125	\$3,318,518	\$6,628,643
The scope of this grant request includes a single contract for engineering and design services to produce 100% level construction documents for up to five phases of bus stop improvement construction projects and the associated construction improvement costs. These construction improvements would result in new sidewalk, curbs, gutters, and road repairs necessary for new bus stops that comply with Americans with Disability Act (ADA) requirements. Cost savings from construction will fund new amenities such as trash cans, benches, solar lighting, solar digital messaging signs, and/or shade structures as determined by ridership thresholds. There would be approximately 49 new or improved stops across the five phases of work, impacting Fresno Area Express (FAX) Bus Routes: 22, 35, 40/41 which adds an extension to Fresno Yosemite International Airport as well as extending to fill in existing gaps between Shields and Herndon Avenues, and a new east/west Church Avenue crosstown route.				
Fuel Cell Electric Buses Purchase	FAX	\$6,293,011	\$6,307,666	\$12,600,677
FAX plans to purchase a total of 10 zero-emission hydrogen fuel cell electric buses (FCEBs) over three fiscal years. The buses will be used to replace higher-emitting CNG buses that are well past their useful life and will be deployed throughout the FAX service area. FCEBs will be purchased in three phases. Steps of some phases will run concurrently, to improve efficiency and shorten overall wait time.				
Fuel Cell Electric Bus Readiness Project	FAX	\$25,687,580	\$25,752,711	\$51,440,291
The scope of the project includes planning, design, and construction of supporting zero emissions vehicles infrastructure for operational and maintenance purposes. FAX desires to construct a hydrogen fueling station for an anticipated 13 FCEB fleet and a maintenance facility capable of supporting hydrogen technology. The project supports FAX efforts to meet the requirements under the CARB ICT regulation and achieve the goals listed in the FAX zero emission bus rollout plan. The project will result in the reduction of emissions from greenhouse gases, improved transit services, and improved transit safety.				
Fresno County Rural Transit Agency Microgrid Project	FCRTA	\$9,678,087	\$9,702,623	\$19,380,708
Fresno County Rural Transit Agency (FCRTA) is planning to construct up to 15 sites in the FCRTA service area for a microgrid resiliency hub, which will include electric vehicle charging infrastructure, solar and battery storage. The resiliency hub will include plug in/inductive charging stations based on availability in order to allow FCRTA to quickly charge the electric bus fleet during layovers to advance the agencies transition to an electric vehicle (EV)/zero-emission vehicle (ZEV) fleet. The microgrid resiliency hub will also include a solar carport and EV Charging System for FCRTA's small EV fleet (comprised of Chevy Bolts and 4-10 passenger EV vans) with Level 2 EV charging stations. The 15 resiliency hub microgrid sites will be constructed in the 13 rural incorporated cities and 39 unincorporated communities in rural Fresno County based on land availability and funding. The sites will be located in a disadvantaged community. This project is scalable depending on the ultimate funding allocation.				
Total TIRCP:		\$51,406,113	\$51,535,149	\$102,941,262

ACTIVE TRANSPORTATION

Easton Sidewalk Project

Added nearly two miles of sidewalk and ADA-compliant improvements adjacent to the Elementary, Middle, and High schools in unincorporated Easton, thanks to nearly \$681,000 from the Regional ATP. This project will provide basic active transportation amenities to improve safety by installing curbs, gutters, and sidewalks in locations frequented by disadvantaged parents, students, and educators in rural Fresno County.

HOUSING

The City of Coalinga's Class IV bikeway along Monterey Avenue is a prime example of active transportation improvements in a low-income, disadvantaged community. Coalinga has been embracing purposeful development since 2017 by adopting its own Active Transportation Plan in 2017. The Monterey Avenue project serves a population of residents with median household incomes below 65% of the State average. Monterey Avenue is a key access point for numerous schools within the city and invites and enhances people who do not own or operate motor vehicles to bike to and from school or work.

TRANSIT

The Madera County Transportation Commission (MCTC) is committed to improving transit service, commuter rail access, active transportation infrastructure, and affordable housing in the Madera region. The conversion to an all-electric transit fleet has begun, utilizing SB 125, FTA, and CMAQ funding. The existing Amtrak Gold Runner rail station is being relocated to an area along Avenue 12 as the first phase of the future Madera HSR Station Project. Planning is also underway to secure funding and implement the improvements necessary for the Madera HSR Station to facilitate the initial operating service of high-speed rail in the Valley (Phase 2). The location of the Madera HSR station will be well served by fixed-route transit service and is in the Madera Community College Specific Plan Area, in close proximity to SR 99, and regional hospitals. Madera County successfully applied for a Caltrans Sustainable Planning Grant to develop the Madera Transit Station Specific Plan. The plan will focus on mixed-use neighborhoods and transit connectivity centered around Madera Community College and the forthcoming relocated Amtrak Gold Runner Madera Station. MCTC's SB 125 contribution to the Madera HSR Station enables the completion of the construction of the relocated San Joaquins Station (Phase 1) and contributes to the final design for Phase 2 improvements needed for initial HSR operations.



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
Madera County	Transit Fleet Electrification	\$3,555,000
City of Chowchilla	Transit Electrification and Modernization	\$1,706,075
City of Madera	Transit Fleet Electrification	\$500,000
San Joaquin Joint Powers Authority (SJJPA)	Madera HSR Station Phase 1: Relocated Madera San Joaquins Station	\$12,862,000
		\$18,623,075

ACTIVE TRANSPORTATION

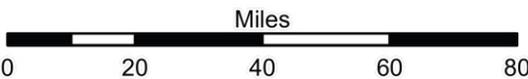
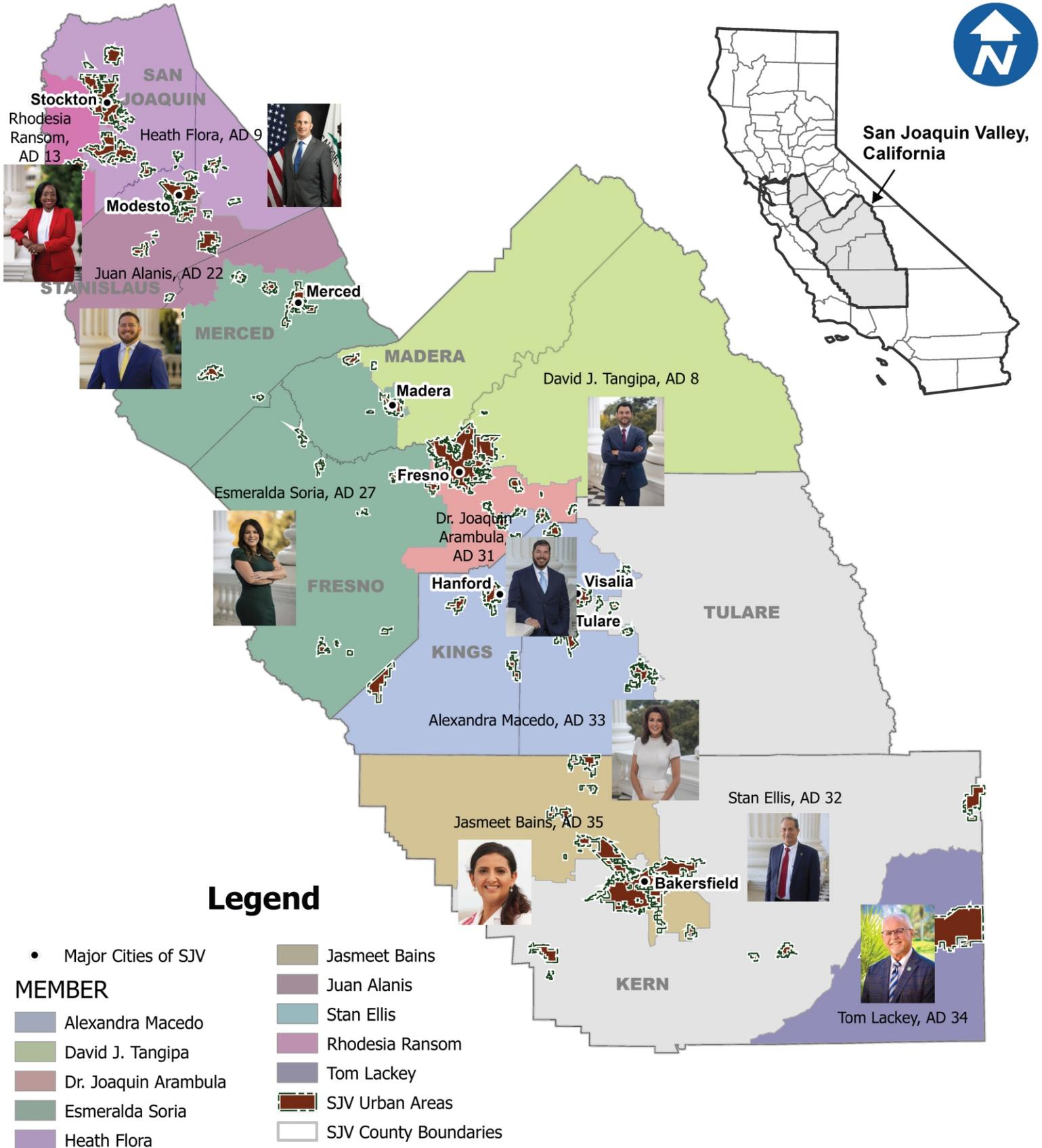
MCTC has prepared an updated Active Transportation Plan and a model Complete Streets template. These documents are currently being utilized to secure active transportation and complete streets funding. The California Transportation Commission has awarded ATP grants for the La Vina Community Mobility and Safety Enhancements Project and the Madera Citywide Safe Routes to School Project.

HOUSING

The REAP funding awarded by the State is assisting local jurisdictions in the Madera Region in meeting regional housing goals and providing much-needed infrastructure for the construction of affordable housing. MCTC is currently waiting for State approval of the member agency applications to plan for the construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

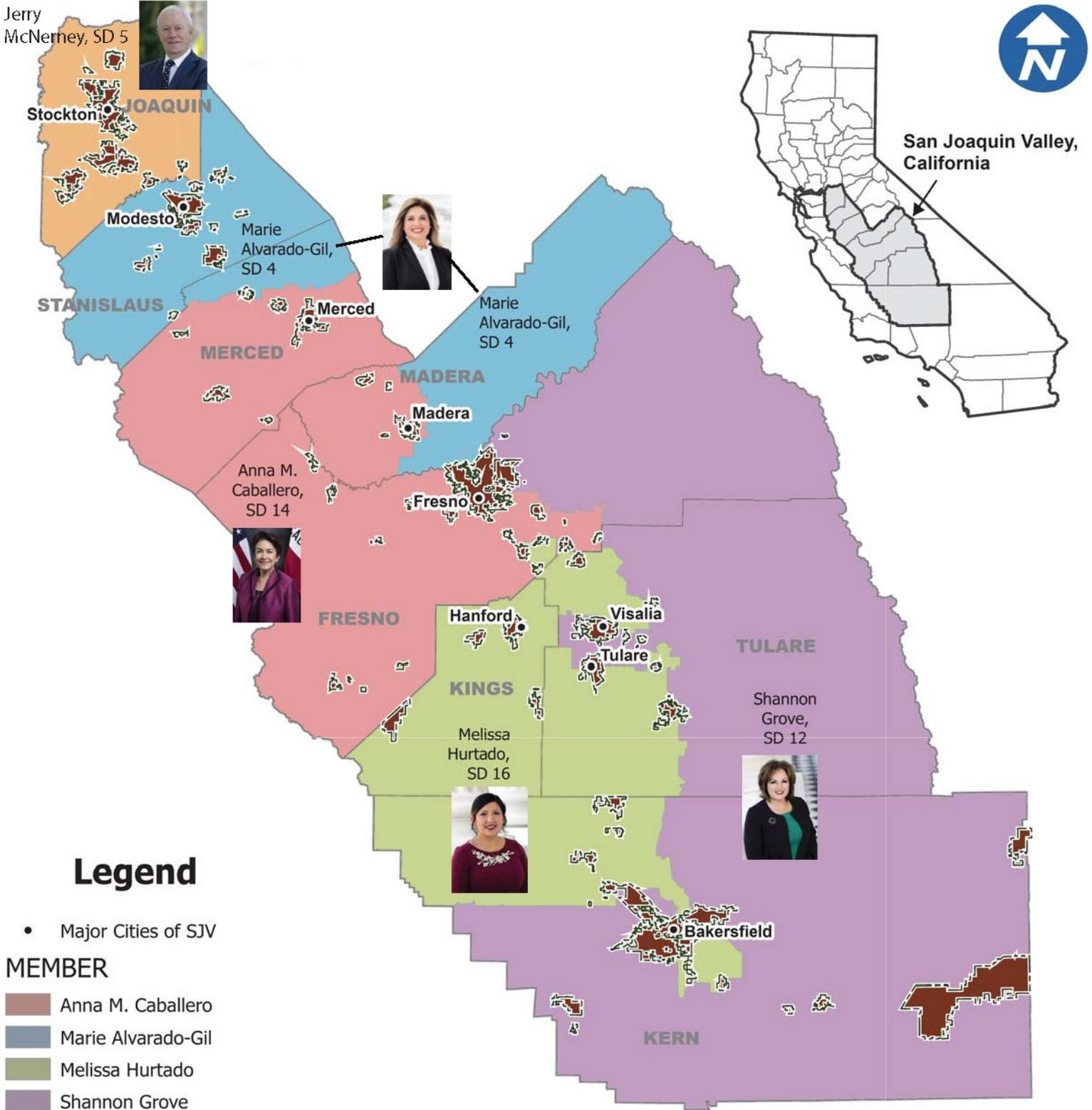
San Joaquin Valley, California

California Assembly Members



San Joaquin Valley, California

California Senate Members



Jerry
McNerney, SD 5



Marie
Alvarado-Gil,
SD 4



Anna M.
Caballero,
SD 14



Melissa
Hurtado,
SD 16



Shannon
Grove,
SD 12



Legend

- Major Cities of SJV

MEMBER

- Anna M. Caballero
- Marie Alvarado-Gil
- Melissa Hurtado
- Shannon Grove
- Jerry McNerney

- SJV Urban Areas
- SJV Counties

Miles



Chair
Supervisor Daron McDaniel
Merced County



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Stanislaus County

The San Joaquin Valley seeks to modernize Senate Bill 375

SB 375 requires the state's Metropolitan Planning Organizations (MPOs) to develop Sustainable Communities Strategies (SCS) to achieve greenhouse gas (GHG) reductions through transportation and land-use planning. The law was adopted in 2008 and set GHG reduction targets for the years 2020 & 2035. SCSs are developed / updated every four years. MPOs have experienced significant overreach by the State in its application of SB 375, resulting in a substantial waste of time and money, and minimizing the success of SB 375.

Detailed Problems:

- **SB 375 Law:** *“Review by the state board shall be limited to acceptance or rejection of the MPO’s determination that the strategy submitted would, if implemented, achieve the GHG emission reduction targets established by the state board. The state board shall complete its review within 60 days.”*
 - In practice, the California Air Resources Board (CARB) creates a two-year review process during which anticipated GHG progress outlined in SCS documents is thoroughly challenged without establishing a clear path to approval.
 - CARB withholds SCS approvals, seeking additional vehicle miles traveled (VMT)-focused commitments from MPOs even though VMT is not strongly tied to GHG, especially in the Central Valley.
 - Having an unapproved SCS prevents an MPO from competing for critical State funds.
 - All the while, this back-and-forth process with CARB wastes time and money and drives poor quality outcomes.
- **Unclear Oversight at CARB related to SCS Approval:** During SCS review, MPOs interact primarily with CARB technical level staff, rather than CARB management staff.
 - Too often, CARB’s focus on MPO technical methodology demonstrates a deep mistrust of local planning efforts rather than being a simple confirmation that the extensive MPO transportation modeling is reasonable.
 - There have been challenges with CARB technical decision making that have led to longer delays in obtaining SCS approvals.
 - When CARB’s evaluation is completed, staff can never identify when approval will be finalized.
- **“Induced Demand”:** “Induced Demand” is the CARB concept that additional roadway traffic lanes will inherently create additional VMT. This principle is not borne out in the extensive modeling produced by the MPOs, but CARB refuses to approve an SCS until its “induced demand” conditions are met.
 - MPOs and technical consultants object to CARB’s “induced demand” tool and consider it highly inaccurate.
 - The tool narrowly considers effects on a single roadway segment, and ignores regionwide congestion relief, population/land use effects, and the Valley’s rural nature.
 - **SB 375 is focused on GHG, not VMT.**



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The Valley's Recommendations:

- An SCS is most effective when more time is spent implementing it, and less time updating & defending it. The Valley supports efforts to streamline the process for SCS approval, as streamlined approvals would allow MPOs to focus on delivering projects and creating programs that advance housing, transportation, and climate goals.
 - The Valley is encouraged by the recent expedited approval of San Diego's SCS in 60 days, and request that the Valley MPOs be treated similarly.
- The California Transportation Commission (CTC) handles the majority of the implementation funding used by the MPOs to achieve our SCS goals. Therefore, we recommend that the CTC develop the SCS guidelines and technical methodology standards alongside the RTP guidelines. Furthermore, allow CARB to submit substantive comments and observations about MPO methodology that require a response. However, give the CTC greater oversight and final SCS approval authority.
- Due to the cost of developing the SCS, we recommend shifting the SCS planning cycle from every four years to every eight years so that the cost savings can be directed towards implementation.
- Allow regions that do not meet the target with an SCS to access funding for greenhouse gas-reducing projects. It is illogical to deny these funds to agencies most in need of these remedies.
- Direct CTC and CARB to consider VMT as just one factor in SCS development alongside other variables such as:
 - Transit and active transportation investment;
 - RHNA requirements;
 - A region's rural versus urban environment;
 - External factors beyond a local agency's control (fuel pricing, through-traffic, fluctuations in population estimates, school siting, financial constraint, etc.)



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Air Quality Conformity Impacts on the San Joaquin Valley

Financial Impact: \$4.6B

Metropolitan Planning Organizations (MPO) are responsible for investing in transportation projects that optimize safety & mobility, while conforming to applicable State Implementation Plans (SIP) that ensure that their actions do not interfere with the state's ability to achieve and maintain air quality standards established under the federal Clean Air Act. Complying with these requirements is referred to as "Transportation Conformity."

The Issue:

- **June 2025:** President Trump signed Congressional Review Act Resolutions rescinding California's waivers to regulate mobile source emissions. This action invalidated the California Air Resources Board (CARB) EMFAC2021 model, which MPOs use to demonstrate conformity.
- **November 2025:** EPA approved revised EMFAC2021 modeling methodology, aligning with federal requirements. The new methodology results in higher emissions from transportation across the Valley.
- **May 2026:** CARB is scheduled to take to their Board the revised 2015 Ozone Standard SIP, which includes new transportation emissions budgets, complying with federal requirements. Based on initial testing, most Valley MPOs will fail conformity with the revised SIP budgets.
- **July 2026:** EPA has a Consent Decree deadline for 2015 Ozone Standard SIP approval. This coincides with Regional Transportation Plan (RTP) adoption dates, which requires new conformity analyses.

Impact on Project Delivery:

- If Valley MPOs are unable to demonstrate conformity, they cannot adopt their RTPs. **Without an adopted RTP, MPOs are unable to add new projects or revise existing projects and become at risk of delays and loss of funding for regionally significant projects.**

The Valley's Request to Address Project Delivery Challenges:

- Sign onto a letter requesting that CARB ensure achievable transportation conformity budgets for the 2015 Ozone Standard SIP.

Sampling of At-Risk Projects:

- Fresno County:** \$188M
S. Fresno SR 99 Corridor
- Kern County:** \$78M
Centennial Corridor
- Kings County:** \$64M
SR 198 / 9th Ave Interchange
- Madera County:** \$338M
SR 99 Madera 6-Lane N/S
- Merced County:** \$99M
Atwater-Merced Expressway
- San Joaquin County:** \$41M
Corral Hollow Road
- Stanislaus County:** \$134M
SR 99 / Mitchell Rd Interchange
- Tulare County:** \$238M
SR 99 Safety & Goods Movement



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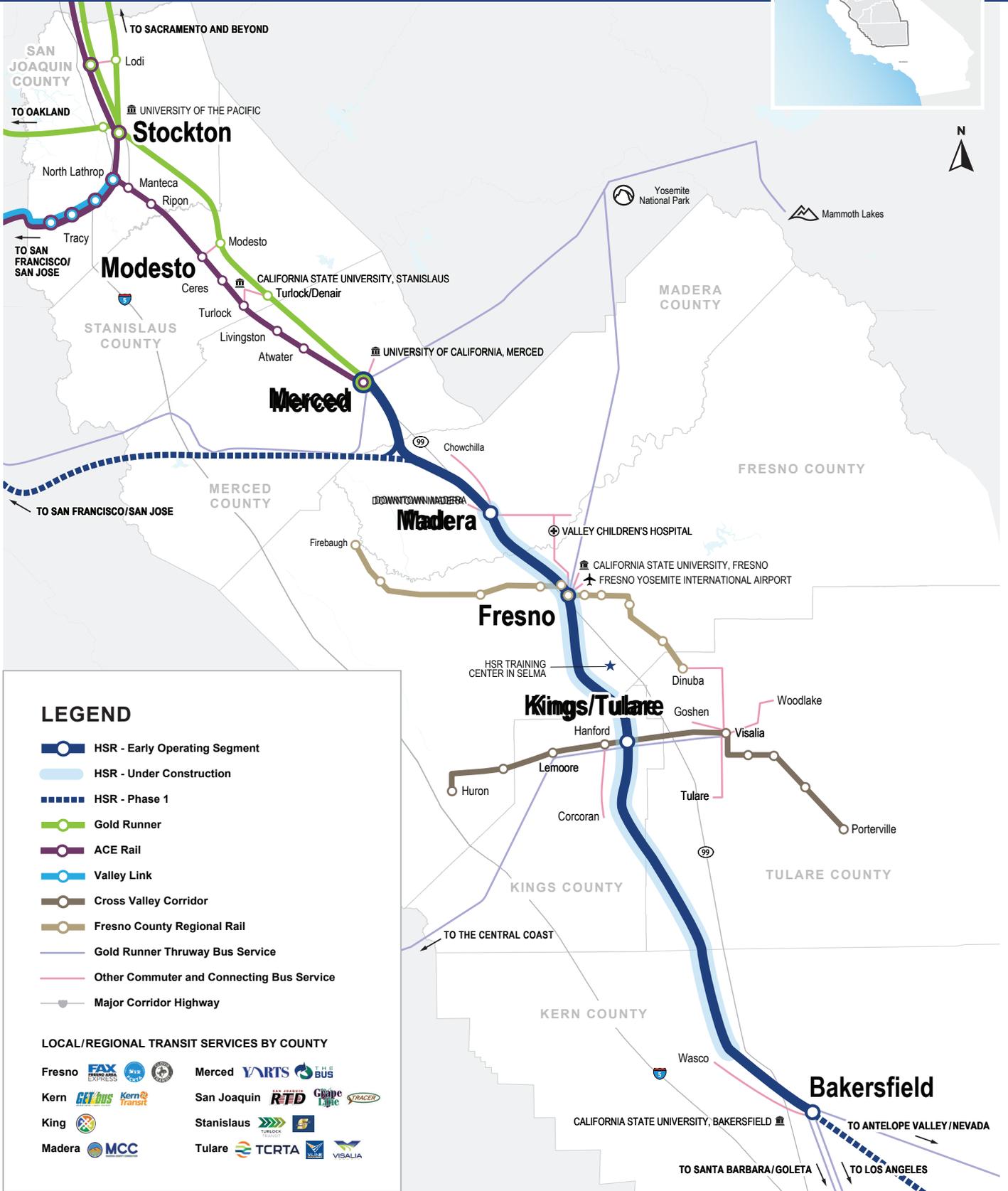
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Vision for Integrated Passenger Rail/Transit in the San Joaquin Valley



LEGEND

- HSR - Early Operating Segment
- HSR - Under Construction
- ▬▬▬ HSR - Phase 1
- Gold Runner
- ACE Rail
- Valley Link
- Cross Valley Corridor
- Fresno County Regional Rail
- Gold Runner Thruway Bus Service
- Other Commuter and Connecting Bus Service
- Major Corridor Highway

LOCAL/REGIONAL TRANSIT SERVICES BY COUNTY

Fresno		Merced	
Kern		San Joaquin	
King		Stanislaus	
Madera		Tulare	

Vision for Integrated Passenger Rail/Transit in the San Joaquin Valley



As construction on the nation’s first 200+ mph high-speed rail (HSR) system moves forward in the San Joaquin Valley, an integrated passenger rail and transit network is envisioned to connect HSR to communities throughout the San Joaquin Valley and California. Using zero-emission vehicles and promoting sustainable transit-oriented development, this network will deliver enhanced mobility, economic opportunities, greater equity, and better air quality and other environmental benefits for San Joaquin Valley residents.

High-Speed Rail (HSR)

HSR will be the backbone of the integrated passenger rail and transit vision for the San Joaquin Valley. Early operations are expected to begin on the 171-mile Merced to Bakersfield segment between 2030 and 2033. Initial HSR service will substantially improve passenger rail travel times and frequency in the San Joaquin Valley.



Rendering of the new HSR station in Merced

Valley Rail

The Valley Rail Program includes improvements and expansions of both the intercity “Gold Runner” (Amtrak) and ACE commuter rail resulting in increased passenger rail services between



Service on the Gold Runner will expand as part of the Valley Rail program.

the San Joaquin Valley, Sacramento, and the San Francisco Bay Area. Valley Rail will add daily roundtrips for both services between Sacramento and Merced, and they will link directly to HSR at the new Merced HSR Station.

Valley Link

Valley Link is a 42-mile passenger rail service over the Altamont Pass, providing a new, zero-emission transit alternative to congested Interstate 580. The 22-mile initial operating phase, which could break ground as early as 2026, will provide all-day, bi-directional service between the Dublin/Pleasanton BART Station in the San Francisco Bay Area and a new Valley Link



Valley Link will use zero-emission hydrogen trainsets.

station in Mountain House in San Joaquin County. Service will ultimately extend to the North Lathrop Transfer Station, where it will connect with ACE service.

Cross Valley Corridor (CVC)

This planned passenger rail service will utilize an existing freight rail corridor from Huron to Porterville, roughly paralleling state routes 198 and 65. Destinations along the corridor include Naval Air Station (NAS) Lemoore, Hanford, the HSR Kings/Tulare Station, Visalia, and Porterville, with additional transit connections to Corcoran, Tulare, Dinuba, and Woodlake. Initially, the CVC will be served by expanded and improved express buses connecting key markets along the corridor to the Kings/Tulare HSR Station.

Fresno Regional Rail

Planning will be initiated for a new passenger rail service that utilizes existing freight rail corridors in Fresno County between Firebaugh, San Joaquin, Dinuba, Kingsburg, and Fresno. Regional service would connect with the Fresno HSR Station and to future light rail service being planned for downtown Fresno.

Thruway and Local Transit Buses

Longer-distance Thruway buses will continue to bring San Joaquin Valley travelers to destinations throughout California. At the Bakersfield HSR Station, these buses will meet every HSR round-trip for connections to major travel markets in Southern California, as well as Las Vegas. Local transit and on-demand services will also link to HSR, Valley Rail, Valley Link, Cross Valley Corridor, and Fresno Regional Rail, allowing car-free travel to destinations within and outside San Joaquin Valley.



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DETAILED MAP ON BACK



San Joaquin Valley Regional Policy Council

2026 State Legislative Priorities

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

Issue	Goal	Strategy
	<p>compromising economic activity.</p> <p>Restore FARMER funding to accelerate air quality goals.</p> 	<p>for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p> <p>SJVRPC will work with organizations such as CALCOG and SHCC, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743 and AB 285 recommendations and the impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</p> <p>SJVRPC will work with CALCOG to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375 to support the construction of affordable housing in the region.</p> <p>SJVRPC will also continue to pursue revenue made available through the Cap and Invest, Active Transportation Program, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs, and any new funding programs that target improving air quality. This includes pursuing a portion of the \$85 million made available in SB 840 of 2025 to support climate-focused technological innovation, related research, and the deployment of climate solutions identified in the California Air Resources Board scoping plan.</p> <p>SJVRPC will advocate for \$200 million be included in this year’s budget or from excess Cap and Invest auction revenues for the FARMER Program, and annually over the next five years, to achieve critically needed air quality and GHG emission reductions. The FARMER program’s strong demand has resulted in over \$700 million in pending applications. If funded, these projects would deliver highly cost-effective ozone and PM2.5-forming NOx, cancer-causing diesel particulate matter, and greenhouse gas emissions.</p> <p>SJVRPC will support efforts to maintain local control for air districts and oppose efforts to enact redundant, costly oversight to meet air quality goals.</p>
<p>2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety,</p>	<p>SJVRPC will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughput on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan. This will also maximize the return on previous state and local investments.</p>

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

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

Need for State FARMER Funding to Improve Public Health, Implement Climate Smart Agricultural Practices, and Ensure Resilient Agricultural Sector

- Through strong collaboration with state agencies and residents, businesses, public agencies, community-based organizations, and other stakeholders, the State, including the San Joaquin Valley region, have demonstrated a strong ability to implement innovative and transformative clean air, low carbon strategies across the Valley's nation-leading agricultural sector.
- The FARMER program has been critical in assisting the agricultural sector transition to the cleanest technologies, and has a strong focus on small farmers. FARMER funds are matched with significant cost-share investments from participating growers.
- Through the Carl Moyer, FARMER, and other incentive programs, the agricultural industry has turned over 14,900 older agricultural tractors and other equipment in the San Joaquin Valley, of which over 9,000 were Tier 0 agricultural equipment with no emissions controls (95-98% reduction in pollution).
- In the San Joaquin Valley, the agricultural industry, working with CARB, the District, and USDA-NRCS have fulfilled numerous state (CARB) federally-mandated PM2.5 state implementation plan commitments to replace thousands of pieces of ag equipment through an incentive-based approach.
- Prioritizing investments to continue the turnover of older agricultural equipment will be critical to meeting our state's clean air and climate goals, especially with EPA's adoption with a much more stringent PM2.5 standard (9 ug/m3) and the state's recent difficulties in achieving further mobile source emission reductions through regulations.
- The state faces many challenges in the coming years with respect to challenging budgets, and in these challenging times, it is critical that investments be prioritized for programs that provide the most effective public health, climate, and economic benefits, particularly with respect to air quality related revenues such as Greenhouse Gas Reduction Funds¹. This is particularly important as GGRF expenditures made possible through the reauthorization of the Cap and Invest Program, be directed towards programs that are cost-effective, reduce air pollution and improve public health such as FARMER.

State Funding Request

In July 2005 the Valley Air District temporarily suspended the acceptance of new applications under the FARMER Program, due to the significant volume of applications, which far exceeds available funding. For example, **the San Joaquin Valley Air District currently has over \$630 million in pending applications (6,500 units, ~4 tpd NOx reductions projected)**. More than 58% of the pending applications are Tier 0 equipment lacking any emission controls.

It is estimated that over the next five years, \$200 million per year for 5 years is needed in order to achieve the necessary emissions reductions from this category. This funding amount will:

- Achieve nearly 40,000 tons of harmful criteria and air toxic emission reductions statewide.
- Provide amongst the most cost-effective and health-protective investment of GGRF and other state funds, supporting local clean air efforts, as well as CARB mobile source commitments to address federal standards.

¹ <https://lao.ca.gov/reports/2022/4561/Zero-Emission-Vehicle-Package-022322.pdf>

Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program

As reported through March 31, 2025

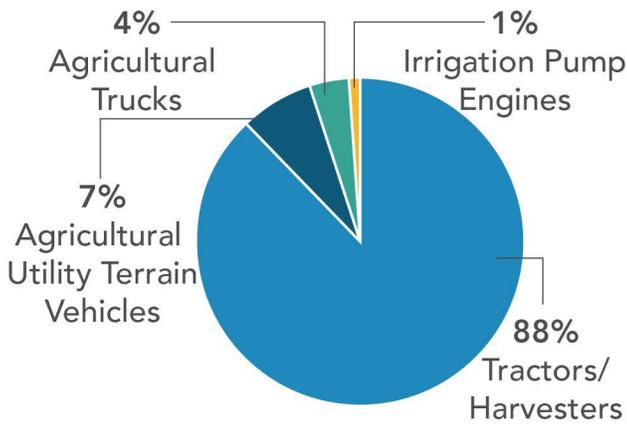


\$668.6 million
in implemented projects statewide

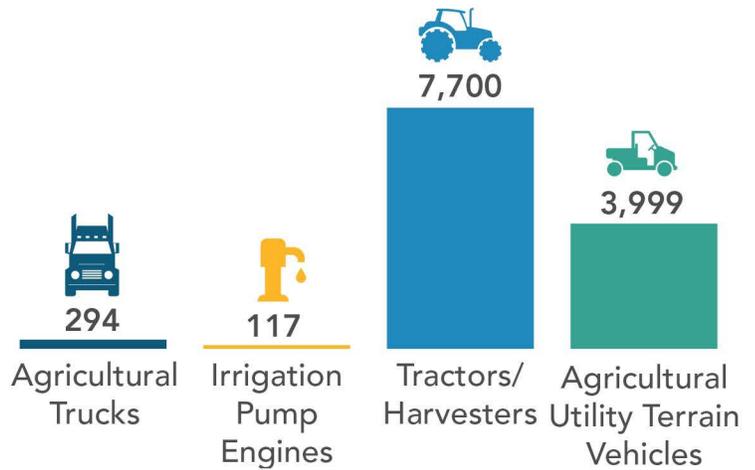


69% of funding
benefits disadvantaged & low-income communities

Dollars Invested by Project Type



Implemented Projects



Emissions Reduced

Greenhouse Gas (GHG)

↓ **448,000 MTCO₂e***

Fine Particulate Matter (PM_{2.5})

↓ **1,900 tons**

Nitrogen Oxide (NO_x)

↓ **32,300 tons**

* Metric tons of carbon dioxide equivalent

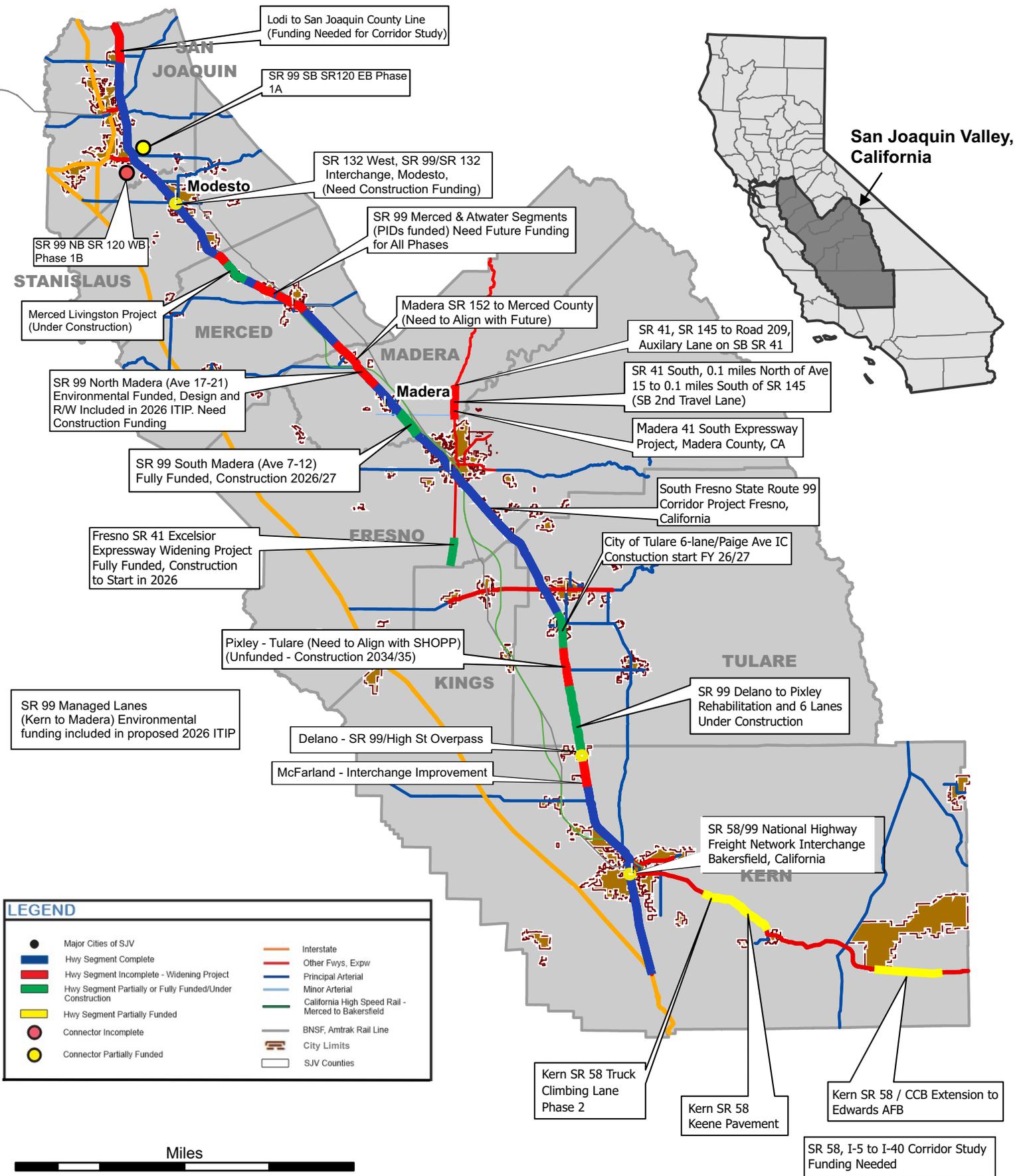
Year	Total (\$)
2017-2018	\$135 million
2018-2019	\$132 million
2019-2020	\$56 million
2021-2022	\$212.6 million
2022-2023	\$150 million
2023-2024	\$75 million
2024-2025	\$2 million

FARMER Appropriation

Since 2017, the California Legislature has appropriated \$762 million statewide, signifying the state's commitment to reduce agricultural sector emissions by providing grants to replace high-emitting agricultural equipment with cleaner equipment. This has been matched with \$603 million in private investments from the agricultural industry, increasing the total statewide investment to \$1.3 billion for cleaner agricultural equipment.



San Joaquin Valley, California State Routes 41, 58, and 99 Highway Projects





2026 Valley Voice Sacramento

Talking Points

Wednesday, March 4, 2026

1. Air Quality Challenges/Opportunities (Supervisor Chiesa, Director Sheikh)

Supervisor Chiesa Lead

Supporting Speaker: Councilmember Excutia-Braaton

- Every four years, we are required to prepare a Regional Transportation Plan and Sustainable Communities Strategies. We are constantly planning without being able to assess outcomes.
- The Air Resources Board must adopt these highly technical plans to comply with federal and state rules.
- If not approved in a timely manner, agencies can lose funding or have significant funding delays.
- The process has been very challenging over the past decade. For example, there is too much disagreement about technical assumptions, such as how much it costs to operate a car in 2040!
- We need to expedite plan approval and help our region remain competitive for funding.
- SB 1087 (Cabaldon) is being used as a vehicle to address these issues.
- We will follow up with recommendations on how to amend SB 1087 to help the Valley meet air quality goals while maintaining access to funding, such as SB 1 competitive grants.

ASK: Encourage ARB to be pragmatic and recognize our region's geography, density, and demographics, and approve all plans in a timely manner to avoid compromising funding opportunities for our region.

Director Sheikh Lead Speaker

- We need to restore funding for the FARMER Program.
- FARMER expedites the exchange of high-emitting agricultural equipment, such as tractors, harvesters, pumps, and utility task vehicles, for cleaner, zero-emission equipment.

ASK: \$200 million for FARMER from Cap and Invest

2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility (Mayor Mendoza, Supervisor Poythress)

Mayor Mendoza Lead Speaker

Supporting Speaker: Mayor Ayon

- Over 92% of all commodities are transported by truck using Highway 99, Interstate 5, and east-west connectors.
- Highway 99 is consistently ranked among the most dangerous highways in the nation.
- Over 25 percent of the nation's produce is grown in the San Joaquin Valley.
- We need to build out Highway 99 to six lanes, consistent with the Caltrans Comprehensive Multimodal Corridor Plan (CMCP), to eliminate bottlenecks, maximize previous investments, improve safety, and air quality.

ASK: Please help us improve safety and complete work on Highway 99 and support the ITIP and SHOPP projects before the CTC in March.

Supervisor Poythress Lead Speaker

Supporting Speaker: Councilmember Rodriguez

- We need stable funding solutions to improve safety and mobility.
- Gas tax revenues are declining. We need to act fast.
- I serve on the Road User Technical Advisory Committee to explore solutions.
- Looking at alternatives, such as a vehicle registration fee, could be a viable alternative.
- No action is the worst action.

ASK: We would like to work with you on a successor to the gas tax.

3. Transit Funding (Chair McDaniel, Mayor Serratto)

Chair McDaniel Lead Speaker

Supporting Speaker: Mayor Preciado

- We appreciate receiving money for transit operations and capital in SB 125, but this is one-time funding to keep services afloat.
- We have yet to receive the full balance of SB 125 funds and need to maintain existing service. Governor Newsom has not proposed programming the remaining SB 125 funding.
- Transit is vital for our most vulnerable, including seniors, schoolchildren, and people with physical disabilities.

ASK: Appropriate the remaining balance of SB 125 funds.

Mayor Serratto

- We supported extending the Cap and Invest Program (formerly Cap and Trade).
- However, transit funding is the lowest priority in the program.
- We need sustainable investments to meet regional mobility goals and to help reduce greenhouse gas emissions.
- We were told last year that extending Cap and Trade would result in excess revenues due to market stability.

ASK: Please dedicate any surplus auction revenue from Cap and Invest to transit and passenger rail programs.

4. Passenger Rail (Supervisor Verboon)

Supervisor Verboon Lead Speaker

Supporting Speakers: Supervisor Couch, Ahdel Ahmad-SJJPA, and Mayor Ayon

- We support increasing funding and expanding commuter and intercity passenger rail lines that serve the San Joaquin Valley.
- We have made significant investments in multimodal options.
- Passenger rail is a big part of our air quality and mobility goals.
- We have supported efforts to complete the initial operating segment of the high-speed rail system from Merced to Bakersfield

ASK: We need better communication across the valley about the Authority's commitment to complete the initial operating segment, particularly for our partners in Kern County. And we need to see increased transparency, not less, as proposed in SB 1068 (Wilson), which would allow the Inspector General's report not to be released to the public.

SB 1411 (Stern) would remove the \$500 million spending cap on activities outside the Merced to Bakersfield section. We ask that you oppose diverting funding that would compromise the delivery of the initial operating segment in the Valley.