



March 13, 2025

TO: Board Members, Madera County Transportation Commission

FROM: Gus Khouri, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MARCH**

General Update

The bill introduction deadline was on Friday, February 21. Both houses introduced a combined 2,502 bills (1590 Assembly bills and 912 Senate bills). Bills must be in print for 30 days before being set for a hearing in committee. The legislature will conduct policy committee hearings through May 9. We have identified 36 bills in an attached matrix that have been introduced thus far, which may interest MCTC. This report contains a summary of bills of interest suggested for action and recent developments with funding programs.

Bills of Interest

1. **AB 259 (Rubio)** removes the sunset date of January 1, 2026, on teleconferencing for Brown Act meetings. **MCTC Position: Support Recommendation**
2. **AB 267 (Macedo)** suspends the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and directs money to the Air Resources Board for water infrastructure and wildlife prevention. **MCTC Position: Oppose Recommendation**
3. **AB 289 (Haney)** establishes a speed safety program for speed enforcement in state highway construction or maintenance areas. **MCTC Position: Support Recommendation**

4. **AB 891 (Zbur)** establishes the Quick-Build Project Pilot Program to expedite development and implementation of low-cost projects on the state highway system. **MCTC Position: Support Recommendation**
5. **AB 1058 (Gonzalez)** suspends the imposition of the tax on motor vehicle fuels for one year. **MCTC Position: Oppose Recommendation**
6. **AB 1268 (Macedo)** authorizes the Governor to suspend the inflationary adjustment on the gas tax scheduled for July 1, 2025, and beyond. **MCTC Position: Oppose Recommendation**
7. **SB 71 (Wiener)** indefinitely extends CEQA exemptions for active transportation plans, restriping on streets and highways, and bicycle parking, signage, and storage. **MCTC Position: Support Recommendation**
8. **SB 239 (Arreguín)** allows for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. **MCTC Position: Support Recommendation**
9. **SB 752 (Richardson)** would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028. **MCTC Position: Support Recommendation**

Cap-and-Trade

The budget states that the Administration and the Legislature must consider extending the cap-and-trade program beyond 2030 to achieve carbon neutrality. Although the program does not expire until 2030, extending now would provide greater certainty and stability and allow for multi-year programming capacity for programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP), which is currently programmed through FY 28-29, leaving only one year of programming.

The uncertainty surrounding the high-speed rail project represents an opportunity to evaluate the feasibility of accelerating the coast rail service to help connect the San Francisco Bay Area and Los Angeles Basin while concurrently completing investments in other regions, such as the North Bay and San Joaquin Valley, to deliver a connected state rail system.

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 12 (Wallis) Low-carbon fuel standard: regulations	2/18/25 Assembly Natural Resources	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices.	Watch
AB 30 (Alvarez) Air Resources Board: gasoline specifications: ethanol blends	2/18/25 Assembly Natural Resources	This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.	Watch
AB 34 (Patterson) Air pollution: regulations: consumer costs: review	2/18/25 Assembly Natural Resources	This bill would prohibit the Air Resources Board from adopting any standard, regulation, or rule under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.	Watch
AB 36 (Soria) Housing elements: prohousing designation.	2/21/25 Assembly Housing and Community Development	This bill would instead require HCD to designate jurisdictions as prohousing pursuant to permanent regulations adopted by HCD to implement these provisions, as specified. Beginning with the 7th housing element cycle, the bill would require HCD to use materials from a jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing. The bill would also prohibit HCD from requiring jurisdictions with populations less than 100,000 persons to renew their prohousing designation before the next housing element cycle, as provided.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	2/3/25 Assembly Local Government	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch
AB 41 (Macedo) Air Resources Board: regulations: impact: estimates; retail gasoline prices: public disclosure	2/10/25 Assembly Transportation	This bill would require the Air resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.	Watch
AB 259 (Rubio) Open meetings: local agencies: teleconferences	2/10/25 Assembly Local Government	This bill removes the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation, thus extending the current practice of hybrid meetings indefinitely.	Support

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 267 (Macedo) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention	2/18/25 Assembly Transportation	This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Oppose
AB 289 (Haney) State highway: work zone speed safety program	2/10/25 Introduced	This bill would authorize Caltrans to establish a speed safety system pilot program for speed enforcement in state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	Support
AB 314 (Arambula) CEQA: major transit stop	2/10/25 Assembly Natural Resources	CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 377 (Tangipa) High-Speed Rail Authority: business plan	2/18/25 Assembly Transportation	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch
AB 555 (Jackson) Air resources: regulatory impacts: transportation fuel costs.	2/13/25 Introduced	This bill would require the California Air Resources Board, on a quarterly basis, to submit a report to the relevant policy committees of the Legislature providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuels to California consumers.	Watch
AB 612 (Rogers) Transportation: Highway Design Manual: emergency response times	2/14/25 Introduced	This bill would require Caltrans, on or before, January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to prevent delay response times.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 830 (Rogers) State highways: encroachment permits	2/20/25 Assembly Rules	Current law requires an encroachment permit issued to a jurisdiction that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense. This bill would exempt a public utility district from the above-described provision and instead would require Caltrans to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment.	Watch
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	2/20/25 Introduced	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.	Support
AB 902 (Schultz) Transportation planning and programming: barriers to wildlife movement	2/20/25 Introduced	This bill would require a regional transportation plan or sustainable communities strategy to identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the MPO or RTPA, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	2/22/25 Introduced	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch
AB 954 (Bennett) STIP: bicycle highway pilot program	2/21/25 Introduced	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require Caltrans to include the proposal in the draft ITIP and would require Caltrans to perform all other actions necessary for the pilot program to be programmed in the STIP.	Watch
AB 1058 (Gonzalez) Motor Vehicle Fuel Tax: suspension of tax	2/21/25 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would direct the Controller to transfer an amount equal to the amount collected in the 2023-24 fiscal year, adjusted for inflation, from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund.	Oppose

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 1070 (Ward) Transit districts: governing boards: compensation: nonvoting members	2/21/25 Introduced	This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips during the month for which the member seeks compensation. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	Watch
AB 1132 (Schiavo) Caltrans: climate change vulnerability assessment	2/21/25 Introduced	Caltrans developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide Caltrans with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would require Caltrans, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks.	Watch
AB 1268 (Macedo) Motor Vehicle Fuel Tax Law: adjustment suspension	2/21/25 Introduced	This bill would authorize the Governor to suspend the inflationary adjustment on the gas tax scheduled for July 1, 2025, and beyond.	Oppose

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 1275 (Elhawary) Regional housing needs: regional transportation plans	2/21/25 Introduced	This bill would state the intent of the Legislature to enact subsequent legislation to harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.	Watch
AB 1290 (Wilson) High-Speed Rail Authority: Senate conformation	2/21/25 Introduced	This bill would require that the members of the High-Speed Rail Authority appointed by the Governor be subject to confirmation by the Senate.	Watch
AB 1305 (Arambula) Air pollution control and air quality management districts: permit information: internet website	2/21/25 Introduced	This bill would require each air district, for all active permits required for equipment or processes that may release or control air pollutants and that require or required the use of one or more emission reduction credits, to use a template developed by the Office of Data and Innovation to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits. The bill would require the Office of Data and Innovation to consult with local community groups when determining how best to design the template so that air district permit information is presented in a specified manner.	Watch
AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee	2/21/25 Introduced	This bill would extend the operation of the Road User Technical Advisory Committee from January 1, 2027, to January 1, 2035.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 2 (Jones) Low-carbon fuel standard: regulations	1/29/25 Senate Environmental Quality	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices. Same as AB 12.	Watch
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	1/29/25 Senate Environmental Quality and Transportation	This bill would indefinitely extend CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning	Support
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	2/14/25 Senate Local Government and Judiciary	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This would apply to TAMC's committees.	Support
SB 348 (Hurtado) State Air Resources Board: Low-Carbon Fuel Standard	2/12/25 Senate Rules	This bill would state the intent of the Legislature to enact future legislation that would, among other things, require the board to revise the Low-Carbon Fuel Standard program, as provided.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 441 (Hurtado) Air Resources Board: membership: removal: regulations review	2/26/25 Senate Environmental Quality	This bill would authorize any member of the State Air Resources Board to be removed from office by the Legislature, by concurrent resolution adopted by a majority vote of all members elected to each house, for dereliction of duty or corruption or incompetency. This bill would, for any regulation proposed by the state board that would impose costs exceeding \$10,000,000 on California consumers, require the state board to submit the proposed regulation to the Legislative Analyst for an independent economic analysis, as specified. The bill would require the state board to prepare and publish on its internet website a written response to the Legislative Analyst’s report no less than 30 days before adopting the proposed regulation, as provided. The bill would require the state board to publish on its internet website all final resolutions, supporting documents, and proposed regulations in their complete and final form no less than 72 hours before any state board vote, and, once published, would prohibit any amendments, revisions, or alterations to be made to the final resolutions, supporting documents, or proposed regulations before the state board’s vote.	Watch
SB 486 (Cabaldon) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.	2/26/25 Senate Housing	This bill would require a sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined, excluding changes in enrollment levels of nonresident students.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 545 (Cortese) High-Speed Rail: economic opportunities	2/21/25 Senate Transportation	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	Watch
SB 569 (Blakespear) Caltrans: homeless encampments	2/20/25 Senate Transportation	This bill would require Caltrans to coordinate with local governments to address and prevent homeless encampments located on Caltrans property and to establish a dedicated liaison office for this purpose. The bill would require Caltrans to develop a joint action plan for each district of Caltrans in which homeless encampments are located on Caltrans property in collaboration with local governments located in the district. The bill would require Caltrans, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property, and establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 752 (Richardson) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	2/21/25 Introduced	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	Support
SB 801 (Hurtado) Greenhouse gases: reduction	2/21/25 Introduced	This bill would state the intent of the Legislature to enact subsequent legislation that would require the state to consider any potential cost burden to Californians as it works on achieving its climate goals, including its greenhouse gas emissions goals and standards under the California Global Warming Solutions Act of 2006.	Watch

Sacramento Legislative Day Agenda - Madera

Tuesday, March 4, 2025

8:30 am – 10:00 am

Pre-Brief with Gus Khouri

Vines Café, Hyatt, 1209 L Street

10:00 am – 10:30 am

Assemblymember Esmeralda Soria

1021 O Street, Suite 4110

10:30 am – 11:00 am

Assemblymember David Tangipa

1021 O Street, Suite 4310

11:15 am – 12:00 pm

CalSTA Secretary Toks Omishakin

400 Capitol Mall, Suite 2340

12:00 pm – 1:15 pm

Lunch: Mayahuel

1200 K Street

1:30 pm – 2:00 pm

CTC Executive Director, Tanisha Taylor

1120 N Street, 2nd Floor

2:00 pm – 2:30 pm

**Deputy Director, Planning & Modal
Programs, Marlon Flornoy**

1120 N Street, 1st Floor

MCTC Legislative Day

Talking Points

Tuesday, March 4, 2025

Air Quality Challenges

- The Air Resources Board constantly moves the goalposts on greenhouse gas emission standards.
- We have invested heavily in rail, transit, and active transportation programs – but it's not enough.
- We can't apply for state funding to address highway safety or mobility with stricter standards to adopt our air quality plans.
- CAPTI 2.0 will make addressing safety tougher because of the emphasis on VMT.
- It should be about greenhouse gas emission reduction, not vehicle miles traveled (VMT).
- CAPTI 2.0 will make delivering affordable housing more difficult due to a VMT mitigation bank.
- Density is an issue in the Valley. We're not the Bay Area or Los Angeles.
- VMT reduction is not always possible, given the lack of density, discretionary income, travel patterns/needs, and overall practicality of using a bike, bus, or train as an option for our residents.
- People drive past county lines to access jobs, schools, and health care.
- **ASK Soria, Tangipa:** We need an informational hearing to rein in the Air Resources Board. Push back on VMT.
- **ASK CalSTA and CTC:** Safety needs to be the priority. We need help ensuring that projects like State Route 41 and 99 remain competitive.

Cap and Trade and Rail

- We have made significant investments in multimodal options.
- ACE has or will receive over \$4.5 billion of funding between high-speed rail and Cap and Trade.
- We need to extend Cap and Trade to expand rail.
- High-speed rail funding is in question. We should consider connecting the Valley to the Central Coast to protect investments.
- **ASK:** Extend Cap and Trade Program
- **ASK:** Protect funding for high-speed rail, including funding for the Madera station, and provide an actual state rail system.

Gas Tax Successor Source

- We have traditionally relied upon the gas tax to fund our transportation infrastructure, but it is no longer reliable.
- Cars are more fuel-efficient, and people telecommute and purchase zero-emission vehicles.
- Over 25% of all vehicle sales last year were zero-emission vehicles.
- The Transportation Commission's Road User Task Force has been working on a successor source for the gas tax, but no solution has been enacted yet.
- We need a funding mechanism that is equitable, meaning that it does not harm those who must drive further to access healthcare, education, or employment opportunities.
- **ASK:** We would appreciate working with you to explore solutions for a revenue-neutral successor source to the gas tax. We suggest exploring the vehicle registration fee as an option.

ITIP-Caltrans

- **ASK:** We need \$27 million from the ITIP to complete environmental work on State Route 99.

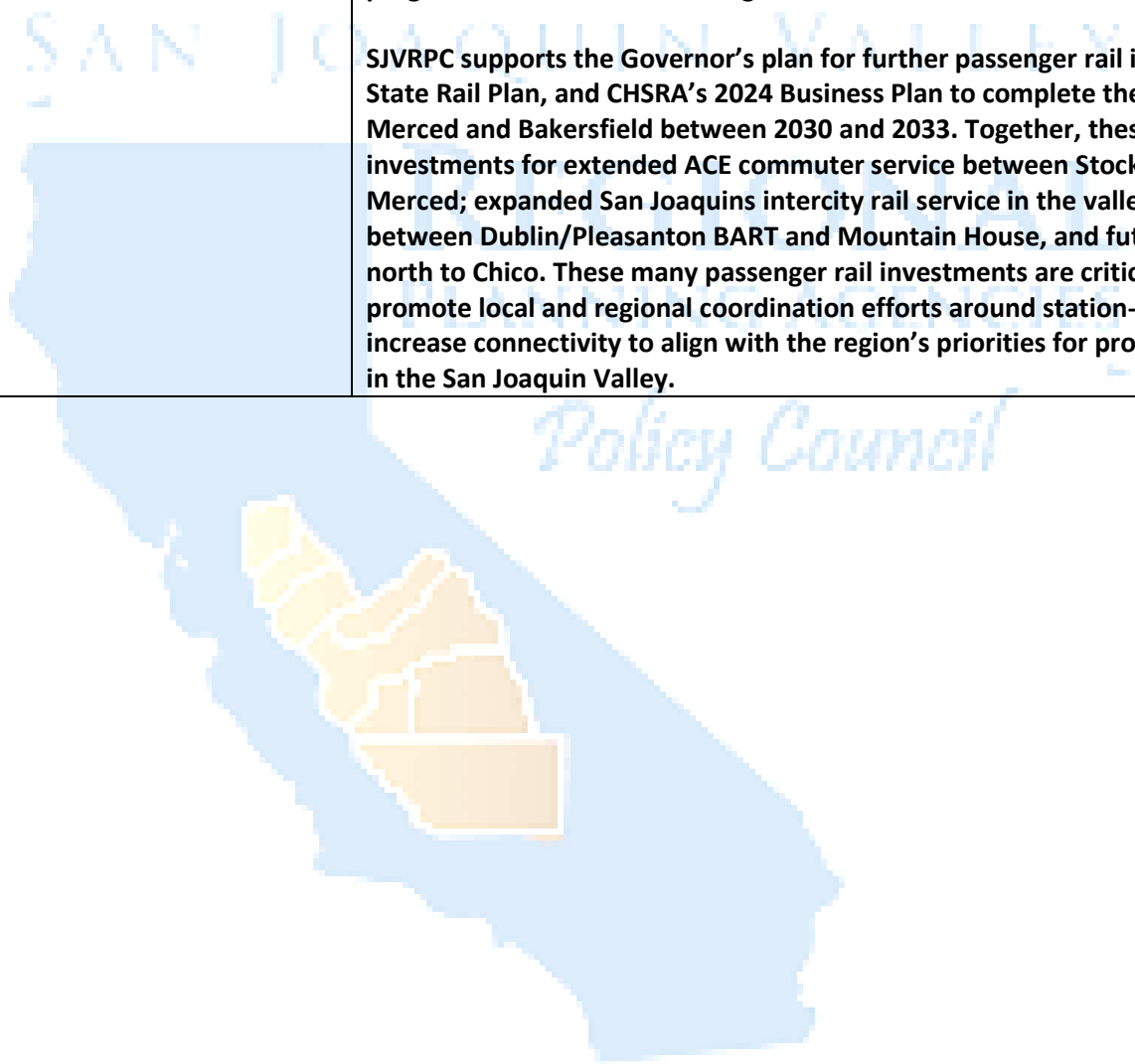
San Joaquin Valley Regional Policy Council 2025 State Legislative Priorities

Issue	Goal	Strategy
1. Pragmatically Address Air Quality, Equity, and Mobility Goals Through Operational Improvements, and Without Compromising Economic Activity	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. Extend the Cap-and-Trade Program beyond 2030. 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 discussion on amending SB 375 and protect	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. 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. 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. 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 extend and pursue funding from Cap-and-Trade revenues beyond 2030 or other means to comply with the statewide mandate to reduce greenhouse gas emissions, state and federal air quality mandates, and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region. SJVRPC will also support greater Regional and Geographic appropriate investments into transit priority projects, operational improvements such as telecommuting, vanpools, shipping more freight via rail, availability of more e-bikes, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.

Issue	Goal	Strategy
	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.	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. 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. SJVRPC will also continue to pursue revenue made available through the Cap and Trade, Active Transportation Program, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs. SJVRPC will advocate for \$200 million be included in this year’s budget for the FARMER Program, and annually over the next five years, in order to achieve critically needed air quality and GHG emission reductions. This funding will: 1) achieve emission reductions of approximately 800,000 metric tons of carbon dioxide equivalent, and 2) achieve emission reductions of over 8 tons per day of harmful air pollutants, such as particulate matter and nitrogen oxide. SJVRPC will support efforts to maintain local control for air districts and oppose efforts to enact redundant, costly oversight to meet air quality goals.
2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility	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.	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. 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.

Issue	Goal	Strategy
	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 state highway system.	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.
3. Access Transit Funding	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.	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. 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. 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. SJVRPC will advocate to protect SB 125 formula funds provided by the legislature for operations and capital needs from being diverted.
4. Enhance Passenger Rail Infrastructure and Service	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.	SJVRPC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, ACE, San Joaquins, Valley Link, BNSF, and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents. 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.

Issue	Goal	Strategy
		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. This includes supporting the extension of Cap and Trade to allow for the TIRCP program to continue and be augmented. 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 Joaquins intercity rail service in the valley, Valley Link passenger rail service between Dublin/Pleasanton BART and Mountain House, and future expansion of passenger service north to Chico. These many passenger rail investments are critical for Valley communities and help promote local and regional coordination efforts around station-area planning, station design, and increase connectivity to align with the region’s priorities for project delivery and enhanced mobility in the San Joaquin Valley.





Valley Voice Sacramento

Agenda

Wednesday, March 12, 2025

Time	Activity
8:30 am – 9:00 am	Pre-Briefing w/ Gus Khouri 1021 O Street, Conference 4100
9:00 am – 9:30 am	Assemblymember Esmeralda Soria (Madera, Merced, Fresno) 1021 O Street, Conference Room 4100
9:30 am – 10:00 am	Assemblymember Juan Alanis (Merced, Stanislaus) 1021 O Street, Conference Room 4100
10:00 am – 10:30 am	Senator Melissa Hurtado (Fresno, Kern, Kings, Tulare) Jeffrey Roth, Chief of Staff, Senator Caballero (Fresno, Madera, Merced, Tulare) 1021 O Street, Conference 4100
10:30 am – 11:00 am	Senator Jerry McNerney (San Joaquin) 1021 O Street, Conference Room 4100
11:00 am – 11:30 am	Assemblymember Rhodesia Ransom (San Joaquin) 1021 O Street, Conference Room 4100
11:45 am – 12:45 pm	Lunch - Mark Tollefson, Chief Deputy, High-Speed Rail Authority Ella Dining Room and Bar, 1131 K Street
1:00 pm – 1:30 pm	Assemblymember David Tangipa (Fresno, Madera) 1021 N Street, Conference Room 5400
1:30 pm – 2:00 pm	Assemblymember Jasmeet Bains (Kern) 1021 O Street, Conference Room 5400
2:00 pm – 2:30 pm	Assemblymember Alexandra Macedo (Fresno, Kings, Tulare) 1021 O Street, Conference Room 5400
3:00 pm – 3:30 pm	Senator Shannon Grove (Fresno, Kern, Tulare) 1021 O Street, Conference Room TBD



Valley Voice Sacramento

Talking Points

Wednesday, March 12, 2025

1. Air Quality Challenges/Opportunities **(Beltran, Poythress, Sheikh, Verboon)**

Mayor Beltran

- The Air Resources Board keeps moving the goalposts regarding greenhouse gas emissions.
- We are being set up to fail.
- We can't apply for state funding to address highway safety or mobility with stricter standards to adopt our air quality plans.
- **ASK: We need an informational hearing to rein in the Air Resources Board.**

Supervisor Poythress

- CAPTI 2.0 is concerning.
- We can only reduce VMT so much.
- Density is an issue on the Valley. We're not the Bay Area or Los Angeles.
- We have invested heavily in rail, transit, and active transportation programs – but it's insufficient.
- The Focus on VMT hurts disadvantaged communities because many have to drive.
- **ASK: Push back on CARB and wait until Housing and Community Development completes the SB 768 study on VMT before we double down on VMT and its evaluation of projects.**

Supervisor Verboon

- We have made great strides in improving our air quality.
- We can only do so much since we live in a bowl.
- One way to help us achieve our goal is to extend the Cap-and-Trade Program.
- **ASK: Extend Cap and Trade this year. We cannot afford to delay.**

Director Shiekh

- Aside from extending Cap and Trade, we must restore funding to move our farmers to carbon neutrality to meet state and federal mandates.
- 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 Trade.**

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

Mayor Mendoza

- Over 92% of all commodities are transported by truck using Highway 99, Interstate 5, and east-west connectors.
- Highway 99 is consistently identified as one of 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-adopted State Route 99 Business Plan, to eliminate bottlenecks, maximize previous investments, improve safety and air quality.
- **ASK: Please help us improve safety and complete work on Highway 99.**

Supervisor Poythress

- We need stable funding solutions to improve safety and mobility.
- Gas tax revenues are declining. We need to act fast.
- I sit on the Road User Technical Advisory Committee to look at solutions.
- **ASK: We would like to work with you on a successor to the gas tax.**

Mayor Nagy

- While relying on a VMT is a true user charge, it will hurt our region.
- We must drive further to jobs, schools, and hospitals.
- Relying on the VMT charge will only justify the Air Resources Board's actions to penalize our region and access state funding.
- **ASK: Look at alternatives to a pay-by-the-mile charge.**

Councilmember Rodriguez

- Six of the eight counties in the Valley have sales tax measures to help subsidize the state highway system, a state asset.
- Voters expect us to address safety, congestion, and mobility.
- The Valley's highway system has not been updated since the 1950s. The state has over 27 million licensed drivers.
- Truck weight fees generate \$1.5 billion annually but have been diverted since 2011 to pay down bond debt service.
- **ASK: We need to restore a portion of truck weight fees to complete projects.**

3. Transit Funding (McDaniel, Preciado, Launer)

Supervisor McDaniel

- We appreciate receiving money for transit operations and capital in SB 125, but this is one-time funding to keep services afloat.
- Transit is vital for our most vulnerable, including seniors, school children, and the physically challenged.
- We appreciate CalSTA leading the Transit Transformative Task Force.
- We need a stable funding source to replace the sales tax on diesel and better ways to compel mode-shift by providing more micro and paratransit services.
- **ASK: Augment funding for YARTs and paratransit.**

Mayor Preciado

- We need long-term mobility solutions.
- We're waiting on the California State Transportation Agency to recommend how to fund and operate transit in the future.
- We are waiting until October for recommendations.
- **ASK: In the meantime, we ask that you protect the SB 125 funds from being reduced.**

Councilmember Launer

- The Cap-and-Trade Program contains funding for transit operations.
- It is under the Low Carbon Transit Operations Program.
- **ASK: Increase transit operations funding in Cap-and-Trade Program.**
- **ASK: Look at alternatives to the sales tax on diesel to fund public transportation.**

4. Passenger Rail (Verboon, Chiesa, Leavitt)

Supervisor Verboon

- 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.
- **ASK: Extend Cap and Trade and to continue and augment the Transit and Intercity Rail Capital Program to expand San Joaquin Valley services.**

Supervisor Chiesa

- We can't abandon high-speed rail. We need to have a useable high-speed rail segment operating in the San Joaquin Valley as soon as possible.
- We need it for air quality, mobility, economic development goals, and jobs.
- We need to push the federal government and the state to remain partners.
- We support completing the high-speed rail segment with stations at Merced, Madera, Fresno, Kings-Tulare, and Bakersfield. We are working with the State to make sure that the HSR early operating segment is fully integrated with expanded conventional passenger rail and Thruway Bus services as part of a statewide network.
- **ASK: Support completion of the HSR segment from Merced to Bakersfield in the San Joaquin Valley.**

Dan Leavitt will highlight the two handouts provided regarding Passenger Rail (the SJV RPC letter to USDOT Secretary, and the SJV RPC Passenger Rail/Transit Vision Handout).

VALLEY VOICE SACRAMENTO 2025

REGIONAL PRIORITIES



2025 VALLEY VOICE SACRAMENTO DELEGATION

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2025 VALLEY VOICE SACRAMENTO 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 Metropolitan Planning Organizations (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:

- Extend the Cap-and-Trade Program beyond 2030 to support air quality and mobility goals.
- Include \$200 million from Cap and Trade for the FARMER program to replace high emitting agricultural equipment, like tractors, harvesters, pumps, and utility task vehicles for cleaner and zero-emission equipment.
- Oppose efforts to continually alter greenhouse gas emission targets, which undermine previous investments and prevent our region from accessing desperately needed state funding, which impacts safety and economic vitality in our region.
- Prioritize reducing greenhouse gas emissions over vehicle miles traveled, which is not feasible given our region's lack of density and need to drive further to access jobs, schools, and medical care.



LEVERAGING STATE FUNDING TO ADDRESS SAFETY, GOODS MOVEMENT, AND MOBILITY

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 (159% increase in the Valley since 1980) and provide pragmatic solutions, prioritizing 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:

- Advocate for acquiring state funds to address safety, congestion management, and goods movement on highways through the Valley, particularly on State Route 99.
- Advocate for a successor source to the gas tax to ensure stability and predictability of funding.

ACCESS TRANSIT FUNDING

The Regional Policy Council 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 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 to maintain access to funding.
- Stabilize and increase transit funding levels by replacing sales tax on diesel as a funding source.
- Augment funding for YARTS and paratransit.



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:

- Continued support of the high-speed rail system, which will revitalize economic development and connectivity.
- Maintain and increase funding through the Cap-and-Trade program for commuter and intercity passenger rail for ACE, the San Joaquins, and Valley Link.





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 policy makers and agency staff in Sacramento and Washington, DC. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice.

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

CONTACT

San Joaquin Valley Regional Planning Agencies' Policy Council

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2025 SACRAMENTO VALLEY VOICE - PROJECT LIST

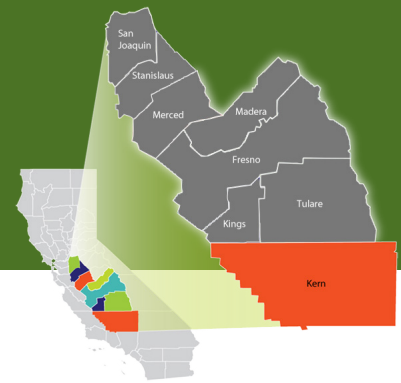
INNOVATIVE ACTIVE TRANSPORTATION, TRANSIT, AND HOUSING IN THE SAN JOAQUIN VALLEY

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.



KERN COUNTY

www.kerncog.org



TRANSIT

Most Kern COG's transit operators are actively transitioning to zero emission transit vehicles and infrastructure. The City of Arvin needs one more bus to complete its 100% ZEV transition by 2025. Golden Empire Transit, the region's largest transit provider is transitioning to hydrogen buses for fixed routes and battery electric for its on-demand service. GET currently operates 10 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.

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.

HOUSING

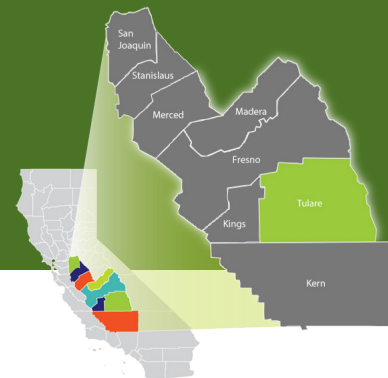
Kern COG developed a publicly viewable online mapping application, which allows users to view the proposed Regional Housing Needs Assessment (RHNA) unit allocations for each jurisdiction and to explore specific parcels to evaluate the potential number of units a parcel could support. Local agencies have used the online mapping tool for the development of their Housing Element updates. Kern COG utilized the Regional Early Action Planning Grant Program of 2019 to allocate funds to its jurisdictions for planning activities that accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation. Kern COG also uses local funds to facilitate and assist its member agencies in applying for Sustainable Communities, active transportation, and affordable housing grant funds. Kern COG is currently working with several of its member agencies to plan for construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
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 Stations	\$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

TULARE COUNTY

www.tularecog.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 submitted a \$63 million request to the State for Trade Corridor Enhancement Program (TCEP) funding that will complete the project.

SB 125 PROJECTS		
LEAD AGENCY	PROJECT	SB 125 FUNDING
City of Lindsay	CVC Lindsay Transfer Center	\$2,000,000
TCRTA	Two (2) 35' Zero Emission Buses	\$2,800,000
City of Visalia	CVC Charging Infrastructure/On Demand ZE Vans/Sedans	\$8,628,262
TCRTA	Charging Infrastructure (Transit Centers) and Maintenance Facility Improvements	\$9,257,702
City of Porterville	New Porterville ZE Maintenance Facility	\$9,000,000
City of Farmersville	Farmersville Transfer Center (cost increase)	\$500,000
City of Visalia	ZE Replacement Buses (5)	\$7,372,833
City of Visalia, TCAG	Cross Valley Express Bus Operations - 3 Year Pilot	\$7,000,000
City of Visalia	2 year microtransit operations pilot	\$3,310,737
TCRTA	2 year microtransit operations pilot	\$5,931,560
TCAG	Program administration & project coordination	\$243,358
		\$56,044,452

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 been successful in securing federal and state funding for the purchase of ZE vehicles and 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 microtransit has already been introduced in the cities of Lindsay and Porterville and is being implemented regionwide in 2024 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 Amtrack San Joaquins 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 Caltrans investing in vans and passenger subsidies for their very effective vanpool service.

ACTIVE TRANSPORTATION

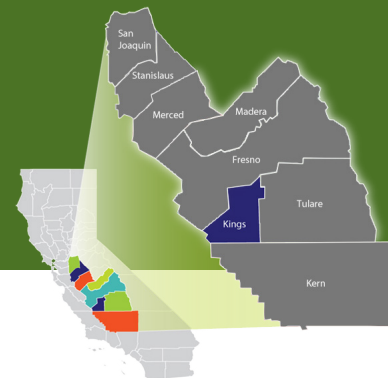
TCAG has been quite aggressive when it comes to Active Transportation. To help agencies identify their active transportation needs, TCAG has committed to providing funding for its member agencies to develop Active Transportation Plans. Staff continues to work with our State partners at Caltrans and the 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, \$54.8 million in ATP funds have been awarded for 13 projects with a combined total project cost of \$112.3 million. 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 been able to help deliver quality low income housing projects in the communities of Goshen and Farmersville. TCAG is also involved with the preparation of 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 planned Farmersville Transit Center and other important housing related projects in the region.

KINGS COUNTY

www.kingscog.org



TRANSIT

To promote transit in Kings County, KCAG has aided in the transition to Zero-Emission Buses through funding CARB's Innovative Clean Transit (ICT) plan for both Kings County Area Public Transit Agency (KCAPTA) and Corcoran Area Transit (CAT). KCAG has also contributed to the successful funding of the upcoming multimodal transit center in the City of Hanford which should be open for operation in 2025. 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.

SB 125 PROJECTS

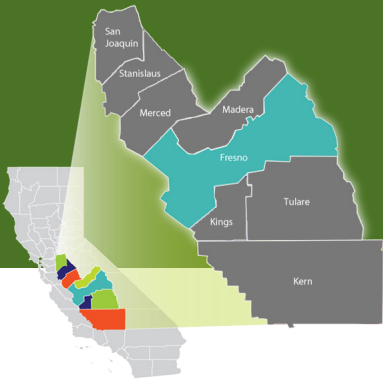
LEAD AGENCY	PROJECT	SB 125 FUNDING
Kings County Area Public Transit Agency	Electric Bus Charging Infrastructure Project (Tulare Cross-Valley Corridor ZEB Expansion Phase 2)	\$7,649,293
Kings County Area Public Transit Agency	Tulare Cross-Valley Corridor ZEB Expansion Phase 1	\$1,061,370
Kings County Area Public Transit Agency	35' Battery Electric Buses	\$6,602,071
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,000
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
		\$19,010,272

ACTIVE TRANSPORTATION

To make walking and biking safer and easier, KCAG has developed, and is currently updating, the 2019 Regional Active Transportation Plan (RATP) which analyzes 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 are developing an updated Active Transportation Plan for their respective cities. The City of Hanford will soon be adopting their updated plan, while the City of Corcoran is still currently developing an Active Transportation Plan for their city to improve walking and biking around their city. Some of the most recent ATP projects that have been successfully funded in Kings County are: in the City of Avenal, the Safe Routes to School SR 269 Improvement Project which constructed a new crosswalk at Union Ave. and Skyline Blvd., improvements to two other crosswalks with high visibility markings, flashing beacons, in-road lights, and bulb-outs at one crosswalk/bus stop, and plans to have three EV Chargers installed at their City Hall this year; in the County of Kings, the SR 41 Pedestrian Crossing and Pathway Improvements project will construct six AC pathways including hot mix asphalt ramps at each intersection as well as installing four rectangular rapid flashing beacons at the pedestrian crossing at General Petroleum Ave; and in the City of Corcoran, the construction of sidewalks along various school routes and installation of high visibility crosswalks and ADA and the construction of new sidewalks, new ADA curb ramps, and crosswalk improvements along Whitley Ave., Otis Ave., Patterson Ave., Dairy Ave., and Orange Ave. The City of Hanford has also been awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant that aims to improve traffic and pedestrian safety in the downtown corridors.

FRESNO COUNTY

www.fresnocog.org



TRANSIT

Fresno Area Express (FAX) is advancing plans to incorporate zero-emission hydrogen fuel cell electric buses into their fleet with the SB 125 TIRCP/ZETCP program. As part of the purchases of new zero-emission buses, FAX is also constructing operational and maintenance improvements at their Downtown Fresno bus yard to refuel and maintain this new fleet of zero-emission vehicles. 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 their electric bus fleet during layovers to advance the agency's transition to a zero-emission electric vehicle fleet.

Clovis Transit, based on recommendations from their 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 cross-town 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 creating curbs, gutter, and sidewalk infrastructure for locations highly frequented by disadvantaged parents, students, and educators of rural Fresno County.

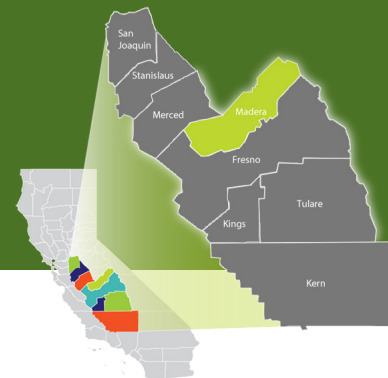


HOUSING

The City of Coalinga's class IV bikeway along Monterey Avenue is a prime example of active transportation improvements in a low-income and disadvantaged community. Coalinga has been embracing purposeful development since 2017, by adopting their own Active Transportation Plan in 2017. The Monterey Avenue project serves a population of residents whose median household income is 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.

MADERA COUNTY

www.maderactc.org



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 San Joaquins passenger 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 in securing funding and implementing improvements necessary for the Madera HSR Station to facilitate high-speed rail initial operating service 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, close proximity to SR 99, and regional hospitals. Madera County was successful in applying 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 the Madera Community College and the forthcoming relocated San Joaquins 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	\$1,706,000
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
		\$18,623,000

ACTIVE TRANSPORTATION

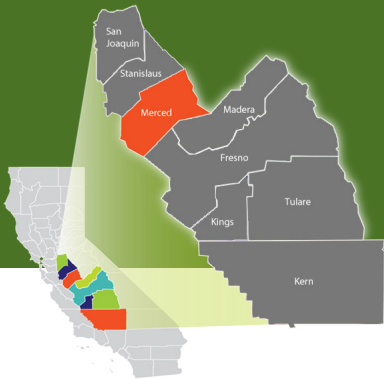
MCTC has prepared an Active Transportation Plan and model Complete Streets template. These documents are currently being utilized to secure active transportation and complete streets funding. The California Transportation Commission has awarded ATP grants for the La Vina Community Mobility and Safety 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 to meet regional housing goals and providing much needed infrastructure for the construction of affordable housing. MCTC is currently working with its member agencies to finalize their applications to plan for construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

MERCED COUNTY

www.mcagov.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 2025.

The agency has been operating microtransit in our most rural communities for five years, and with the implementation of new software in 2023 were able to increase ridership 40% without expanding service hours. In partnerships 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 carless 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 are actively engaged with the **high-speed rail** station planning in the City of Merced, and with the **Altamont Corridor Express (ACE)** station planning in the Cities of Atwater and Livingston to ensure seamless passenger rail to bus transit connectivity is realized 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.

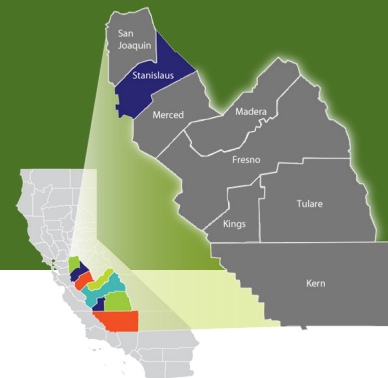
SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
MCAG	Program Administration	\$209,123
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)	\$2,280,000
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
		\$39,389,123



STANISLAUS COUNTY

www.stancog.org



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 rule to have an emission free fleet by 2040 and will need a new facility equipped with the infrastructure to support a zero-emissions vehicles (ZEV) fleet. SB 125 funds are being used to support the San Joaquin Regional Rail Authority (SJRRRC) 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
SJRRRC	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 City of Modesto completed the 9th Street Corridor Improvements Project with Affordable Housing and Sustainable Communities Grant (AHSC) and Measure L funding. In alignment with the AHSC program, this project reduces GHG emissions through implementing land use, housing, transportation, and agricultural preservation practices. The project includes improvements such as multiple roundabouts and bicycle/active transportation infrastructure.

Additionally, Stanislaus County has recently completed the Airport Neighborhood Active Transportation Connectivity & Safety Project and the Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project. These projects improve local connectivity within their respective neighborhoods, improve safety for non-motorized travel, and seek to end patterns of disinvestment of basic infrastructure that plague many disadvantaged unincorporated communities.

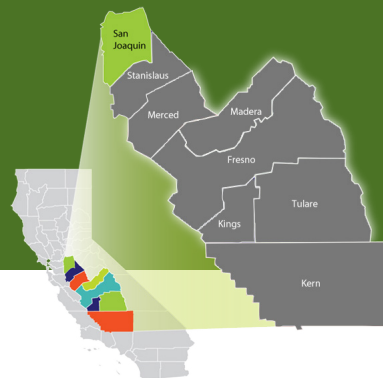
HOUSING

The City of Modesto, in partnership with EAH Housing, recently completed the Archway Commons Phase II development, which constructed 74 new affordable housing units. This project includes a community center, picnic area, computer learning center, basketball court, common room, and courtyard open spaces.

The City of Modesto has also recently constructed and is in the process of constructing additional affording housing developments, with some specifically focused on providing permanent supportive housing for Veterans.

SAN JOAQUIN COUNTY

www.sjcog.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 joins together each operator's ticketing systems, allowing for 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, and has resulted in significant VMT & GHG reductions.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
San Joaquin Regional Transit District	Transit Operational Assistance	\$43,347,911
San Joaquin Regional Rail Commission	Transit Operational Assistance	\$14,390,995
City of Lodi	Transit Operational Assistance	\$3,779,100
City of Manteca	Transit Operational Assistance	\$1,644,096
City of Tracy	Transit Operational Assistance	\$3,853,856
City of Escalon	Transit Operational Assistance	\$88,025
City of Ripon	Transit Operational Assistance	\$25,919
		\$67,129,902

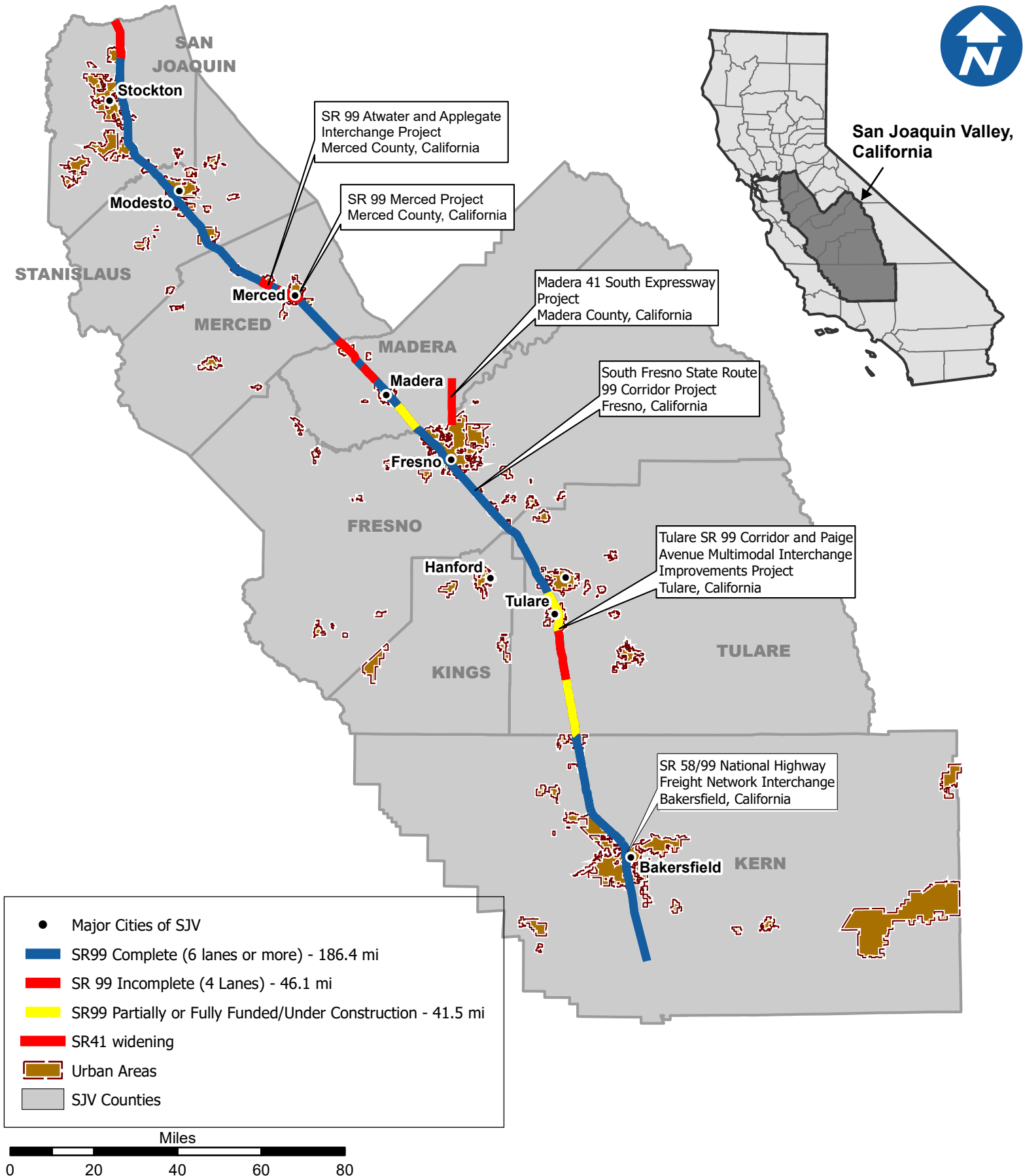
ACTIVE TRANSPORTATION

With respect to 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 assigning federal CMAQ funds and regional Measure K funds to more than double the amount of funds made available to partner agencies.



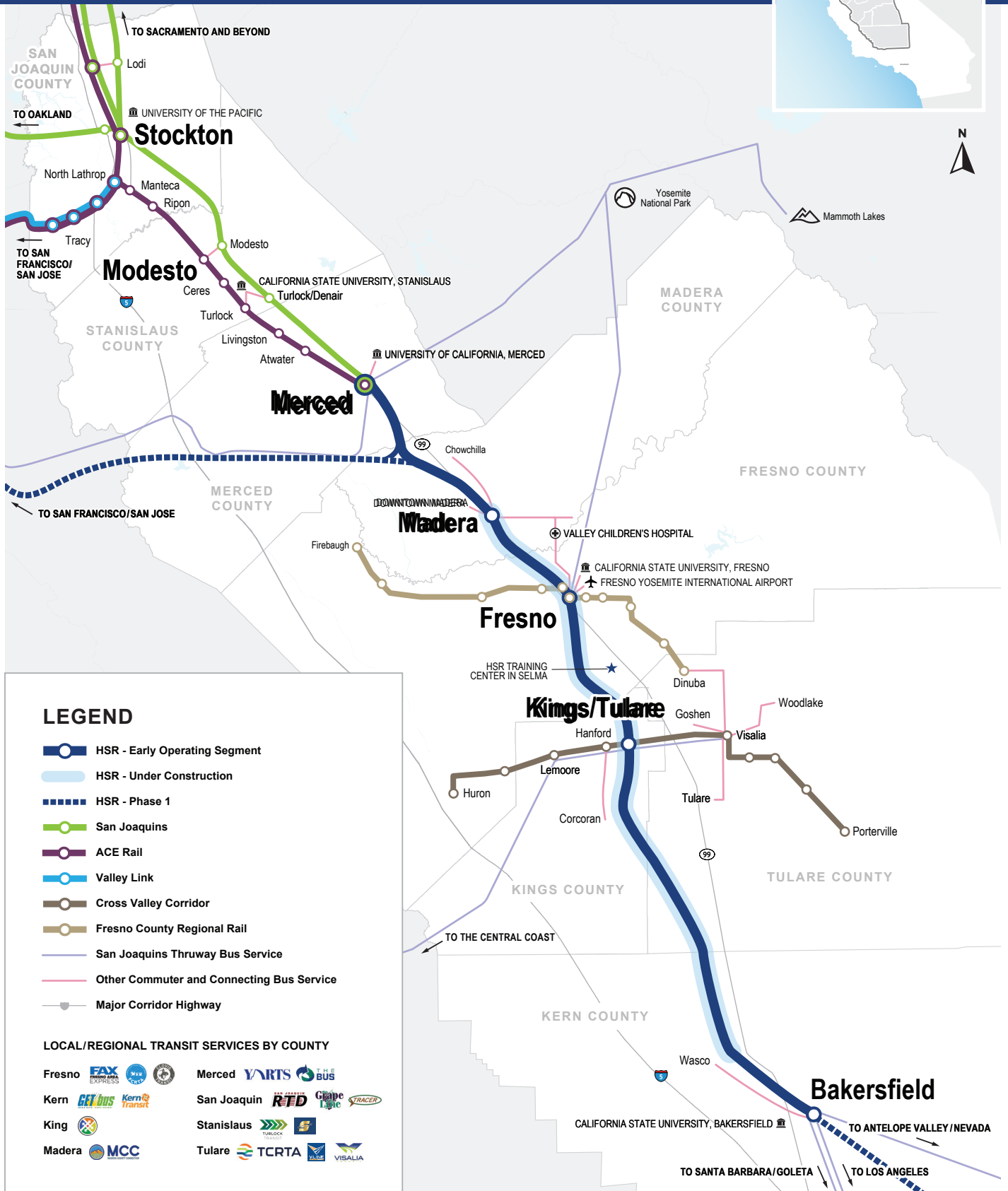
San Joaquin Valley, California

State Routes 99 and 41 Highway Projects



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

Sacramento



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 "San Joaquins" (Amtrak) and ACE commuter rail resulting in increased passenger rail services between



Service on the San Joaquins 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.



Contact: Michael Hanebutt, Senior Planner
San Joaquin Joint Powers Authority
mhanebutt@sjjrc.com

DETAILED MAP ON BACK





March 6, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Advance Completion of the High-Speed Rail Project from Merced to Bakersfield in the San Joaquin Valley

Dear Secretary Duffy,

On January 24, 2025, the San Joaquin Valley Regional Planning Agencies' Policy Council (Policy Council) convened for a pivotal meeting, where members voted unanimously to prioritize collaboration with the newly elected federal administration regarding the future of the California High-Speed Rail System under construction in the San Joaquin Valley. The Policy Council underscored the importance of clearly articulating the need to complete the operational segment of the High-Speed Rail System with Merced, Madera, Fresno, Kings/Tulare, and Bakersfield stations. The Policy Council would welcome the opportunity to engage with the Administration following your recent announcement of the initiation of a review of the California High-Speed Rail Authority (CHSRA) and the system currently under construction here in the San Joaquin Valley.

The Policy Council, established nearly 20 years ago, is comprised of local mayors, council members, and county supervisors from the San Joaquin Valley's eight regional transportation planning agencies. It also includes executives from the San Joaquin Valley Air Pollution Control District (APCD) and the San Joaquin Joint Powers Authority (SJJPA), representing over 4.3 million people in this region of California, which serves as a major hub for global agricultural trade. The Policy Council believes that a **completed and operational high-speed rail line** that is integrated with conventional passenger rail and bus services to connect with California's major metropolitan areas (see Figure 1 attached) will contribute to continued economic growth, faster travel, and better air quality in the San Joaquin Valley.

It is no secret that a spectrum of opinions exists throughout the Valley regarding the high-speed rail project. However, what emerges as common ground is a shared interest in keeping federal funding in the San Joaquin Valley. Despite the controversies surrounding the high-speed rail project, stakeholders and policymakers from various backgrounds agree on completing a usable segment of the rail line. This consensus highlights a pragmatic approach. Even those opposed to high-speed rail acknowledge that securing these funds is essential for the Valley's economic development.

The Policy Council recognizes the Federal government's already substantial investment and acknowledges the journey that still lies ahead to implement a fully operational segment. Members agree upon the importance of maintaining momentum and are eager to engage in meaningful discussions with both the Federal Railroad Administration (FRA) and the White House to envision what the final completion of the system should entail.



Valleywide Coordinator, Georgiana Vivian
(559) 259-9257



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



Fresno Council of
Governments
Fax (559) 233-9645



Investments worth \$13 billion for high-speed rail infrastructure have completed over 60 miles of guideway and 50 structures, including bridges, viaducts, overcrossings, and undercrossings, representing one of the most significant road investment programs the San Joaquin Valley has ever seen. This new infrastructure has already improved road safety by eliminating dangerous at-grade rail crossings, benefiting not only our local residents, but the existing freight rail operations as well. The substantial progress of high-speed rail construction in the San Joaquin Valley can be viewed online at buildhsr.com/projects.

While the improvements establish a foundation for the upcoming track-laying phase and mark a significant advancement in the overall construction timeline of the high-speed rail system, the work has required road closures and land acquisitions from both public and private owners. Given these impacts, it is imperative that our communities receive the long-term tangible benefits from this investment rather than disconnected structures with no practical uses. If the high-speed rail segment remains unfinished, it could jeopardize the success of other transportation initiatives, potentially diminishing their efficacy in creating a seamlessly connected, Valleywide, multimodal transportation network. The interdependence of these projects underscores the crucial role of high-speed rail in achieving a comprehensive and efficient transportation system for the region that connects with the broader statewide passenger rail and bus network.

High-speed rail implementation in the San Joaquin Valley has generated over 14,000 construction jobs, providing economic benefits to blue-collar workers in the region, particularly in low-income communities. These construction jobs have been important for driving growth in our local economy. With continued investment, we anticipate sustained economic stimulation via additional housing construction, business attraction, job creation, and access improvements in our local downtown areas near the high-speed rail stations.

The Policy Council recognizes that while opinions on high-speed rail may vary, the overarching message is clear: We will eagerly work with the Administration to preserve federal funding that ensures and expedites the completion of a fully operational segment of the high-speed rail line between Merced and Bakersfield that is part of an integrated statewide passenger rail and bus network, stimulating prolonged economic growth for our local communities.

I would be honored and pleased to discuss our perspectives with you in more detail. Don't hesitate to contact me at my office: (209) 525-6464, Cell: (209) 345-5436, or at chiesav@stancounty.com to schedule a meeting with me and other San Joaquin Valley Policy Council members on this important matter.

The Policy Council looks forward to sharing our insights and working closely with the Trump-Vance Administration to deliver critical infrastructure projects that support the movement of people and goods and help facilitate agricultural production, global trade, and economic development in the San Joaquin Valley. Thank you for your time and consideration of this matter.

Sincerely,

Vito Chiesa

Vito Chiesa, Vice Chair
San Joaquin Valley Regional Planning Agencies' Policy Council
Member, San Joaquin Joint Powers Authority, and Supervisor, Stanislaus County, California



On behalf of other members of the Policy Council including:

Member Gary Yep, Councilmember, City of Kerman
Member Alma Beltran, Mayor, City of Parlier
Member Saul Ayon, Mayor, City of McFarland
Member David Couch, Supervisor, County of Kern
Member Alvaro Preciado, Mayor, City of Avenal
Member Doug Verboon, Supervisor, County of Kings
Member Robert Poythress, Supervisor, County of Madera
Member Jose Rodriguez, Councilmember, City of Madera
Chair Daron McDaniel, Supervisor, County of Merced
Member Pat Nagy, Mayor, City of Gustine
Member Robert Rickman, Supervisor, County of San Joaquin
Member Gary Singh, Mayor, City of Manteca
Member Rosa Escutia-Braaton, Councilmember, City of Modesto
Member Dennis Townsend, Supervisor, County of Tulare
Member Rudy Mendoza, Mayor, City of Woodlake
Member Samir Sheikh, Executive Director, San Joaquin Valley Air Pollution Control District
Member Stacey Mortenson, Executive Director, San Joaquin Joint Powers Authority

Enclosures (1)

cc: Alex Meyer, Deputy Assistant to the President and Director of the White House Office of Intergovernmental Affairs
Christine Serrano Glassner, Special Assistant to the President and Deputy Director of the White House Office of Intergovernmental Affairs for Local and Tribal Governments
The Honorable Alex Padilla, United States Senator from California
The Honorable Adam Schiff, United States Senator from California
The Honorable Tom McClintock, United States Representative – California's 5th Congressional District
The Honorable Josh Harder, United States Representative – California's 9th Congressional District
The Honorable Adam Gray, United States Representative – California's 13th Congressional District
The Honorable Vince Fong, United States Representative – California's 20th Congressional District
The Honorable Jim Costa, United States Representative – California's 21st Congressional District
The Honorable David Valadao, United States Representative – California's 22nd Congressional District
The Honorable Gavin Newsom, Governor of California
The Honorable Dave Cortese, California State Senator, Chair of the California Senate Transportation Committee
The Honorable Lori Wilson, California State Assemblymember, Chair of the California Assembly Transportation Committee
Toks Omishakin, California Secretary of Transportation
Ian Choudri, Chief Executive Officer of the California High-Speed Rail Authority
Tom Richards, Chair of the California High-Speed Rail Authority Board of Directors

Figure 1



SAN JOAQUIN VALLEY PASSENGER RAIL INVESTMENTS

SAN JOAQUIN JOINT POWERS AUTHORITY,
SAN JOAQUIN REGIONAL RAIL COMMISSION

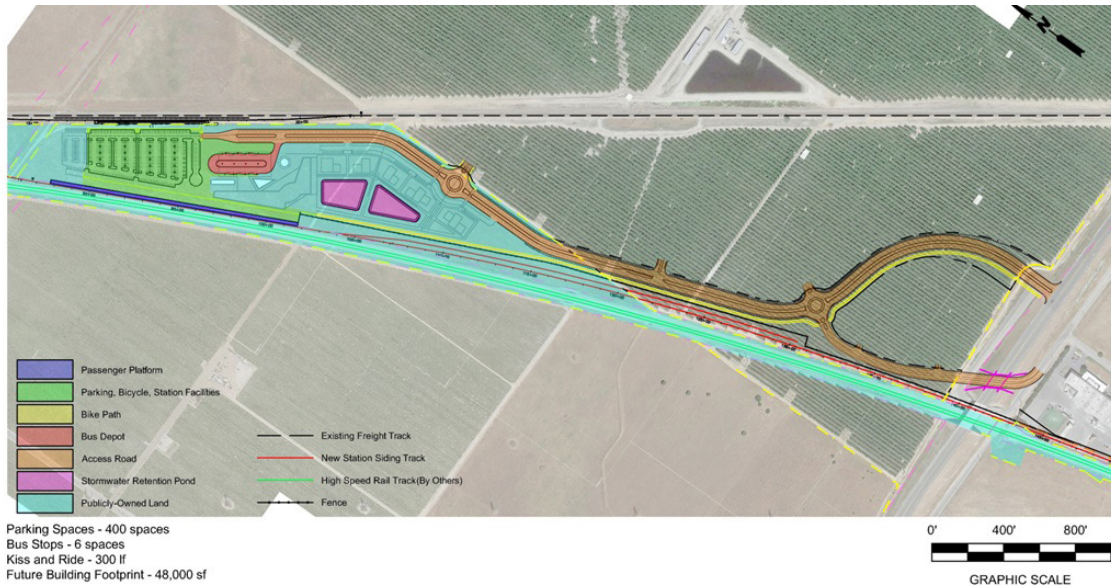
Grant Program	Project	Award Received
Sustainable Transportation Planning	Lodi and San Joaquin Valley Network Integration	\$1,050,000
CMAQ (SJCOG)	ACE Operation	\$10,000,000
SB125 (StanCOG)	Ceres and Modesto Stations	\$13,000,000
SB125 (SJCOG)	ACE Operation	\$14,390,995
SB125 (MTC)	ACE Operation	\$3,605,000
SB125 (Madera CTC)	Madera High Speed Rail Station Phase 1 and Phase 2	\$12,860,000
Affordable Housing and Sustainable Community	ZEMU and Midtown Station	\$7,000,000
MEGA	Madera High Speed Rail Station	\$54,500,000
ITIP 2024	Madera High Speed Rail Station	\$80,000,000
ITIP 2024	City College Station	\$4,603,000
TCEP Future Capacity	Stockton Diamond	\$32,000,000
TCEP Future Capacity	S. Stockton Yard Crossover	\$6,000,000
CRISI	TRACC	\$2,000,000
TIRCP Cycle 7	Stockton Diamond, S. Stockton Yard Crossover, Madera Phase 2 Design, TRACC, San Joaquin Street Layover	\$70,000,000
CMAQ (SJCOG)	Stockton Diamond	\$14,000,000
Total as of 2/26/2025		\$325,008,995



SAN JOAQUIN VALLEY PASSENGER RAIL INVESTMENTS

SAN JOAQUIN JOINT POWERS AUTHORITY,
SAN JOAQUIN REGIONAL RAIL COMMISSION

Madera High-Speed Rail Station



Stockton Diamond Grade Separation Project



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 12,800 older agricultural tractors and other equipment in the San Joaquin Valley, of which over 7,300 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.
- Although considerable progress has been made, additional emissions reductions are needed to meet the latest PM2.5 and ozone health-based standards and climate goals, especially in light of the recently established 2024 PM2.5 federal standard of 9 ug/m3.
- Prioritizing investments to continue the turnover of older agricultural equipment will be critical to meeting our state's clean air and climate goals.
- 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 potential extension to the Cap and Trade program is considered, including the role and effectiveness of GGRF expenditures.

State Funding Request

Demand in this highly cost-effective program consistently significantly exceeds available funding. For example, the San Joaquin Valley Air District currently has over \$500 million in pending applications (5,000 units, ~4 tpd NOx reductions projected). More than 62% 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 approximately 8 tons/day of NOx in communities throughout the state, the majority in the state's most disadvantaged communities
- Achieve estimated 800,000 tons of GHG MTCO_{2e} emissions reductions.
- 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 September 30, 2024

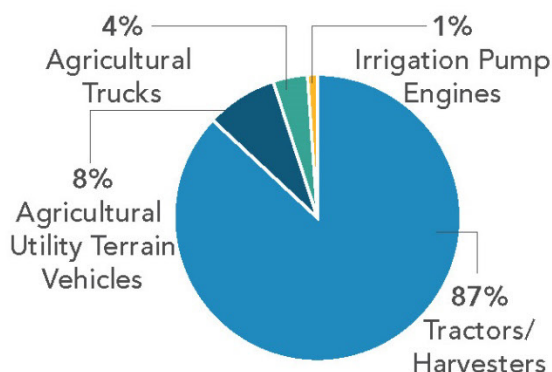


\$601.8 million
in implemented projects
statewide

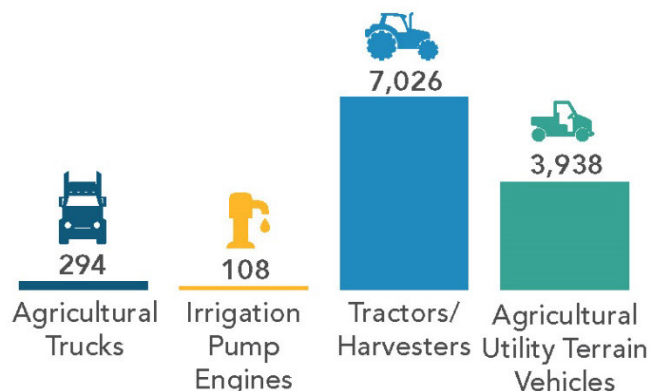


69% of funding
benefits disadvantaged
& low-income communities

Dollars Invested by Project Type



Implemented Projects



Emissions Reduced



* Metric tons of carbon dioxide equivalent

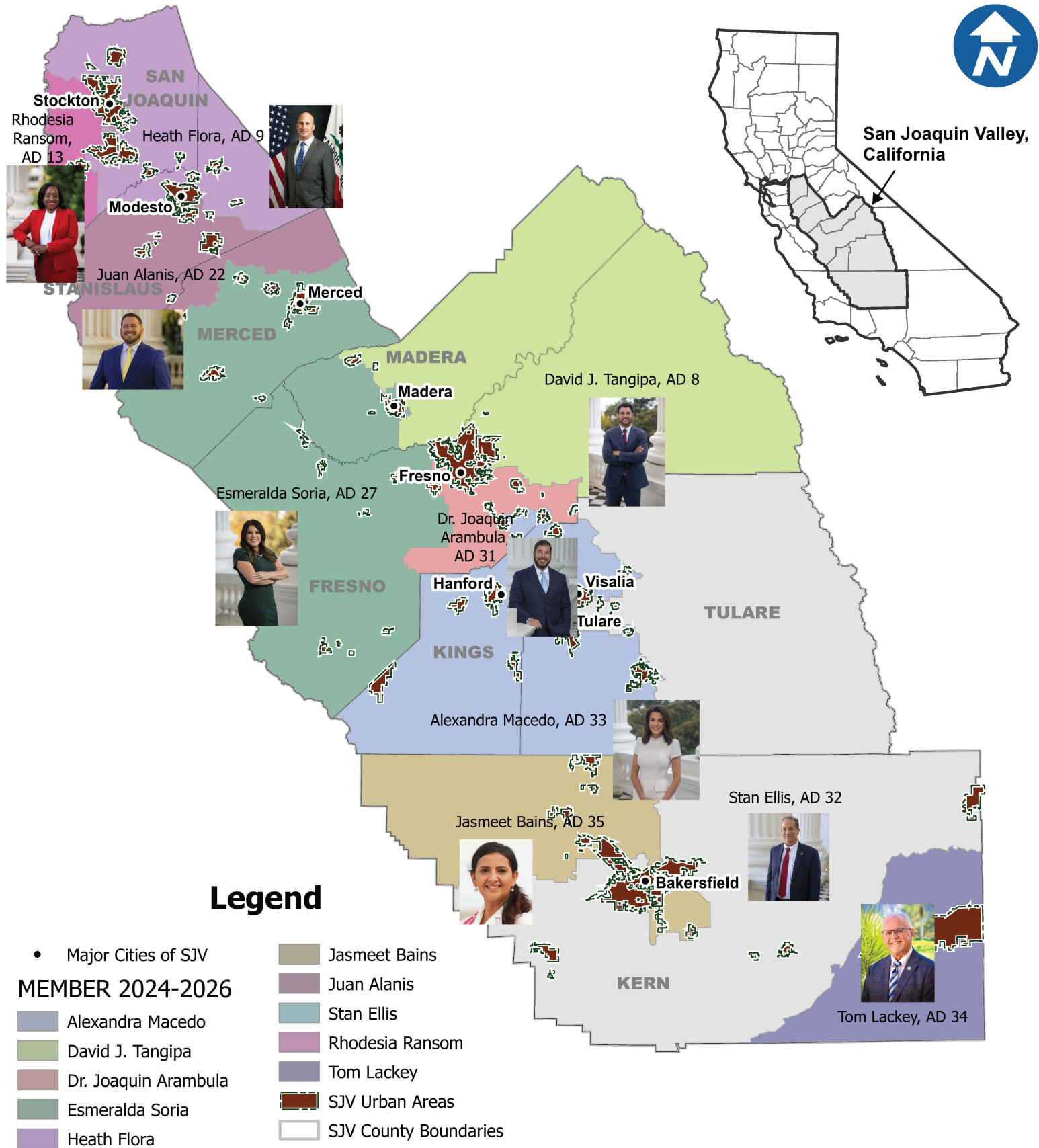
Year	Total (\$)
2017-2018	\$135 million
2018-2019	\$132 million
2019-2020	\$56 million
2021-2022	\$212.6 million
2022-2023	\$150 million
2023-2024	\$75 million
2024-2025	\$2 million

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.

San Joaquin Valley, California

California Assembly Member 2024-2026



San Joaquin Valley, California

California Senate Member 2025-2030

Jerry
McNerney, SD 5



Stockton

Modesto

Marie
Alvarado-Gil,
SD 4



Marie
Alvarado-Gil,
SD 4

STANISLAUS

MERCED

Merced

MADERA

Madera

Anna M.
Caballero,
SD 14



Fresno

FRESNO

Hanford

KINGS

Melissa
Hurtado,
SD 16



Visalia

Tulare

TULARE

Shannon
Grove,
SD 12



Bakersfield

KERN



San Joaquin Valley,
California

Legend

- Major Cities of SJV

MEMBER 2025-2030

Anna M. Caballero

Marie Alvarado-Gil

Melissa Hurtado

Shannon Grove



SJV Urban Areas

SJV Counties

Miles

0 20 40 60 80

Sources: Esri, USGS, NOAA