



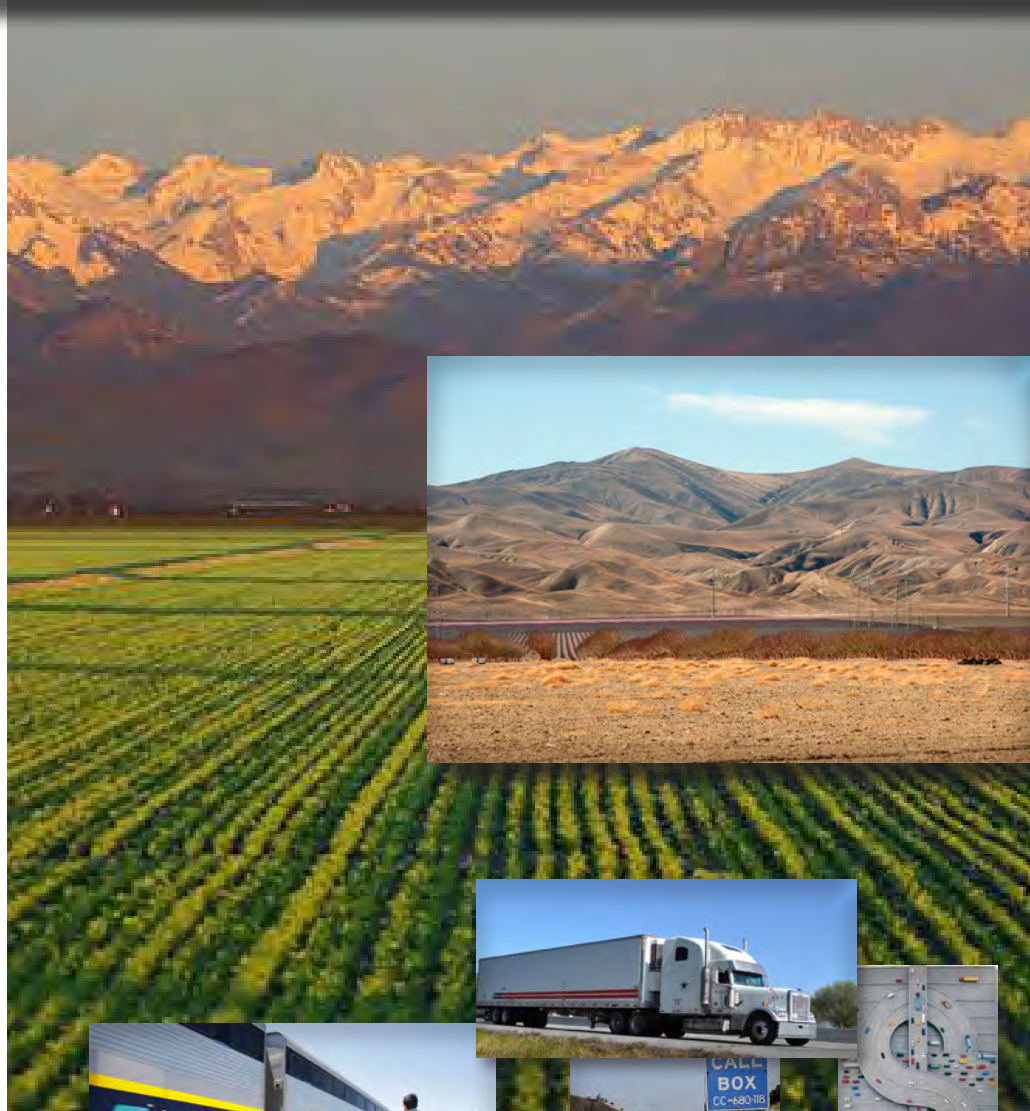
# REGIONAL POLICY COUNCIL SAN JOAQUIN Valley Voice CALIFORNIA

March 4, 2015

SAN JOAQUIN VALLEY



Excellence in Regional Planning



## San Joaquin Regional Policy Council and Valley Voice

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. This sixteen member Regional Policy Council was established to discuss and build regional consensus on issues of valleywide significance. The Policy Council consists of two elected officials and one alternate, appointed from each of the regional planning agencies' policy boards. It is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all Valley residents. The Policy Council provides guidance on common interregional policy issues and also represents the San Joaquin Valley at public forums such as the California Transportation Commission, the Governor and his administration, as well as State and Federal legislative bodies that require a common voice from the San Joaquin Valley.

Valley Voice is a coalition of elected officials and COG staff throughout the San Joaquin Valley who travel to Sacramento and Washington, D.C. annually to present issues of regional significance to federal and state legislators.

Program Goals:

- Communicate the Valley's legislative priorities clearly and succinctly
- Obtain more state and federal funding for our priorities
- Advocate for legislation or changes to existing legislation that will benefit the Valley
- Support our legislators by meeting with their peers and garnering wider support for Valley priorities

## 2015 San Joaquin Valley Voice Participants

### **SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)**

Supervisor Chuck Winn, San Joaquin County, District 4  
Councilmember Elbert Holman, City of Stockton  
Andrew Chesley, Executive Director, SJCOG

### **STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG)**

Mayor Luis Molina, City of Patterson  
Supervisor Vito Chiesa, Stanislaus County, District 2  
Carlos P. Yamzon, Executive Director, StanCOG  
Rosa Park, Deputy Executive Director, StanCOG  
Jeanette Fabela, Senior Planner, StanCOG

### **MERCED COUNTY ASSOCIATION OF GOVERNMENTS (MCAG)**

Supervisor John Pedrozo, Merced County, District 1  
Marjie Kirn, Executive Director, MCAG  
Stacie Dabbs, Public Information Officer, MCAG

### **MADERA COUNTY TRANSPORTATION COMMISSION (MCTC)**

Supervisor David Rogers, Madera County, District 2  
Mayor Robert Poythress, City of Madera – Regional Policy  
Council Chair  
Patricia Taylor, Executive Director, MCTC

### **FRESNO COUNCIL OF GOVERNMENTS (FRESNO COG)**

Mayor Amarpreet Dhaliwal, City of San Joaquin  
Mayor Pro Tem Gary Yep, City of Kerman  
Tony Boren, Executive Director, Fresno COG  
Melissa Garza, Principal Planner, Fresno COG

### **KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)**

Councilmember Mark Cartright, City of Corcoran  
Terri King, Executive Director, KCAG  
Chris Lehn, Regional Planner, KCAG

### **TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)**

Supervisor Allen Ishida, Tulare County District 1  
Mayor Rudy Mendoza, City of Woodlake  
Ted Smalley, Executive Director, TCAG  
Ben Kimball, Deputy Executive Director, TCAG

### **KERN COUNCIL OF GOVERNMENTS (KERN COG)**

Councilmember Cheryl Wegman, City of Wasco  
Robert Phipps, Director of Admin Services, Kern COG

### **SAN JOAQUIN REGIONAL RAIL COMMISSION:**

Dan Leavitt, Manager of Regional Initiatives  
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### **LEGISLATIVE ADVOCATE:**

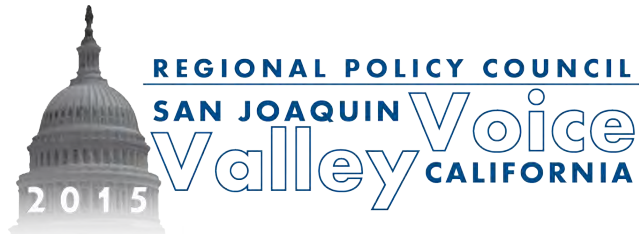
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### **SJV REGIONAL POLICY COUNCIL AND COG DIRECTORS COMMITTEE COORDINATOR:**

Michael Sigala, SJV Regional Policy Council and COG Directors  
Committee Coordinator

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# Support Goods Movement Activities and Projects in the San Joaquin Valley

## REQUEST: CONTINUE TO FUND REGIONALLY SIGNIFICANT CORRIDORS

### 1. SJV Interregional Goods Movement Planning:

The San Joaquin Valley is well recognized for its advanced and coordinated planning efforts related to goods movement. Our goods movement Plan provides a detailed description of the existing freight infrastructure (including the highways, roadways, rail facilities, intermodal facilities, intermodal centers, connections to inland and marine ports, and air cargo facilities) and provides a foundation for the analysis of existing and future freight capacity. Caltrans recently awarded a grant to the San Joaquin Valley for analysis of goods movement options for Interstate 5 and State Route 99.

**2. Short line Rail:** During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. It is important that these shortline rail corridors are preserved and enhanced to provide a necessary part of goods movement infrastructure within the SJV and to reduce levels of truck VMT. A freight rail assistance grant or loan program is needed at the state level to support short line rail maintenance or capacity projects.

**3. State Route 99 and Interstate 5:** State Route (SR) 99 and Interstate 5 (I-5) are critical arteries for goods movement in the State of California and the San Joaquin Valley. Deferred maintenance and the lack of capacity are major issues for SR 99 and I-5. Support a targeted funding program to implement the remaining 99 Business Plan projects and I-5 improvements including full capacity upgrades to a minimum of six lanes throughout the San Joaquin Valley.

## SUMMARY:

The eight San Joaquin Valley Regional Planning Agencies continue to work in partnership with Caltrans and key private stakeholders to promote freight movement, and the economy, for our region. The San Joaquin Valley Interregional Goods Movement Plan, finalized in 2013, highlighted how freight movement is a vital component of the San Joaquin Valley's diverse economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

- The San Joaquin Valley is the sixth fastest growing region in the United States and is projected to nearly double in population by 2040.
- Population and employment centers within the SJV

are generally located adjacent to major highway facilities such as SR 99, I-5, SR 152, SR-198, and SR 41.

- In 2010, there were about 1.2 million people employed across all sectors in the San Joaquin Valley. Of this total, over 44 percent (564,000 jobs) are associated with goods movement-dependent industries.
- Truck is the dominant goods movement mode in the San Joaquin Valley. Nearly 500 million tons of goods moved by all modes on the San Joaquin Valley goods movement system in 2007. Over 90% of this (425 million tons) was moved by truck.
- Between 2007 and 2040, freight moving on the SJV goods movement system is anticipated to grow substantially, reaching over 800 million tons by 2040. Similar to 2007, trucks are projected to carry the majority of all goods by 2040.
- Some agricultural markets depend heavily on rail and air cargo.
- Rail traffic primarily moves products to or from other states, while truck traffic is predominately used for goods movement within California.



## BACKGROUND: SJV INTERREGIONAL GOODS MOVEMENT PLAN

The San Joaquin Valley (SJV) has always been California's geographic and agricultural production center generating more than \$35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. The region has relatively inexpensive land and low cost labor, good access to the national rail and interstate highway networks, connections to major deep-

water ports in Oakland, Los Angeles, and Long Beach, and proximity to major consumer markets in Southern California and the San Francisco Bay Area.



Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Planning Agencies and Caltrans commissioned the San Joaquin Valley Interregional Goods Movement Plan completed in 2013. The Goods Movement Plan (Plan) builds upon recent

traffic, logistics, and long-term infrastructure improvement planning efforts throughout the region. Building on these prior efforts and new analysis, the Plan developed a comprehensive list of prioritized multi-modal projects, strategic programs, and policies that will guide future goods movement investments and policy. The Plan concludes with a discussion of funding and implementation strategies so the SJV Regional Planning Agencies can move forward with next steps to realize the vision embodied in the Plan.

The SJV Goods Movement study identified 48 priority projects. These include projects on the highway system, local and connector road system, short line rail system, and projects that support the development of an inland port facility in the SJV. In addition, long-term environmental and economic development strategies and projects are included. The project list is organized into seven categories.

1. **Regional North-South Highway Capacity:** Conventional capacity increases through widening, interchange improvements, and new construction.
2. **East-West Connectors:** Conventional capacity increases through widening, interchange improvements, and new construction.
3. **Local “Last Mile” Connectors:** Conventional capacity increases through widening, interchange improvements, and new construction.
4. **Modal Capacity for Expected Flows:** Rail and highway capacity increases to accommodate specific expected increases in existing freight flows
5. **Contingent Economic Development Opportunities:** Rail and air cargo capacity increases or upgrades to support new or hoped-for freight flows.
6. **Inland Ports:** Goods movement and economic

development initiatives requiring both capital investment and operating subsidies.

**7. Strategic Programs:** Regional strategies encompassing multiple projects

The San Joaquin Valley is an active participant in the state, national and global market place. We have members on the California Freight Advisory Committee, have multiple corridors on the national priority freight network and are eager to continue work efforts related to the timely movement of goods on our transportation network. Our priority goods movement projects are included in the recently completed California Freight Mobility Plan.

**BACKGROUND: SHORT LINE RAIL**

Short line rail is an important component of the San Joaquin Valley goods movement system that serves agricultural and manufacturing markets. Traditional short line commodities often include heavy, bulky, and relatively lower value products that are more economically profitable when shipped by railcars. Newer models of short line rail may include moving perishable, higher value products from growers/ processors in California to grocery markets on the east coast. Short line rail facilities can be used as a tool to attract new businesses along existing infrastructure.



During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. Senate Bill 325 (Rubio) allowed for the formation of the “Central

California Rail Authority”. The bill provides the authority to prepare a plan for acquisition and operation of specified railroad lines as a last resort to prevent additional short-haul rail abandonments in Kern, Tulare, Kings, Fresno and Merced counties. It also authorizes the authority to issue revenue bonds.

There are several reasons why a short line rail may be discontinued on parts of a line or abandoned completely including a decline in business where the profit potential is less than the scrap value of the trackage, a decline in business where operations are unprofitable, or infrastructure replacement expenses that cannot be financially justified.

- The RailEx facility in Delano is a successful example of high value perishable goods moving from California to grocery chains on the east coast in 4.5 days.
- The loss or obsolescence of critical short line



infrastructure is a threat to lines with numerous bridges or other structures, or with light construction that may not support heavier new rail cars.

- Track and other structures built to support 263,000lb maximum loads several decades ago may not be able to safely handle the more modern 286,000 to 315,000lbs maximums.
- Railcar availability or specialized refrigerated railcars may be a limited during harvesting or peak periods.
- Short line rail is a critical element for goods movement in the San Joaquin Valley. It is important that these short line rail corridors are preserved and enhanced to provide a necessary part of goods movement infrastructure within the San Joaquin Valley.

Numerous states across the nation have adopted freight rail assistance programs designed to address short line rail needs, to recognize the important role that rail has in job creation and economic development, and, in some cases, to formalize the state's participation in funding rail projects. More than 30 states have some kind of freight rail assistance program in place, including Kansas, Oregon, Wisconsin, Iowa, and Indiana. However, California is not one of these states. Though this type of program would be a state-level program, SJV stakeholders can advocate for the development of such a program.

**BACKGROUND: STATE ROUTE 99 AND INTERSTATE 5**

State Route (SR) 99 and Interstate 5 (I-5) are critical arteries for goods movement in the State of California and the San Joaquin Valley. The Annual Daily Traffic for SR 99 ranges from a current level of 38,000 vehicles near Chowchilla in Madera County to over 100,000 vehicles in

Bakersfield, Fresno, Modesto, and Stockton. The Annual Daily Traffic for I-5 shows similar rates with over 150,000 vehicles in the San Joaquin, Merced, Fresno and Kern areas. A high rate of growth in the eight county region is quickly using and exceeding the capacity for both corridors.

For much of its length, I-5 is two lanes in each direction. SR 99 is two lanes for approximately 40 percent of its length in the Valley, which can cause congestion in the busier urban areas and where the three-lane sections narrow. There are also a significant number of older interchanges and on-and off-ramp locations that are difficult for large modern trucks to negotiate. The extra stress of the overcapacity on the aged pavement in addition to the lack of adequate funding to reconstruct the pavement is the single most significant factor contributing to the current poor pavement conditions.

The 99 Business Plan (2005, revised in 2013) set the foundation for coordinated improvements that have resulted in 100 percent of the 274-mile corridor attaining



“full freeway” status. Most notable of the recent funding accomplishments was the designation of \$1 billion for the State Route 99 Corridor Bond Program from the passage of Proposition 1B by California voters in 2006. State Route 99 was the only highway specifically designated for funding in the bond’s passage. A majority of the projects were implemented on time and under budget allowing for additional projects to be funded. There are substantial capacity improvements still needed on State Route 99 and Interstate 5, as well as improvements to the overall goods movement system of the San Joaquin Valley.

# Cap-and-Trade Funding

**REQUEST:** The SJV Policy Council supports the Transportation Coalition for Livable Communities, which includes the California Transit Association, Transportation California, California Alliance for Jobs, and local and regional government associations, in the uniting principle that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

- 1. Dedicate cap-and-trade revenues related to fuels to transportation investments.** Consistency with the longstanding state policy to dedicate revenues related to motor vehicle fuels to transportation infrastructure; which assures a political and legal nexus between the cost of the Cap-and-Trade program and its benefits.
- 2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.** Dedicate revenues directly into transit; bicycle/pedestrian; complete streets infrastructure; and system operations and maintenance within existing urban infill and rural communities in support of sustainable Valley communities. Funds must be invested to implement AB32 using, where applicable, SB 375 strategies.
- 3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.** Funding should be allocated regionally by population, air quality status, and disadvantaged community status, recognizing different strategies are necessary to achieve GHG reductions in different areas of the state. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG reductions from combined transportation and land use strategies.
- 4. Cap-and-trade revenues should achieve greenhouse gas reductions, with priority given to projects that achieve reductions in criteria pollutants.** Funding priority should be given to projects that reduce GHG and criteria pollutant emissions. These funds must be invested in a way that provides mutual benefit to meeting the goals of AB 32 and the federal and state Clean Air Acts.
- 5. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.** SB 375 gave discretion in regional implementation while maintaining local land use control. Funding through the cap-and-trade program must support regional and local flexibility in developing and implementing the most cost effective strategies for reducing GHG emissions.
- 6. Provide the incentives and assistance that local governments need to make SB 375 work.**
- 7. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility,** while addressing the needs and role of disadvantaged

communities. Funding determinations should be developed consistent with SB 862 which calls for coordination with regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of the cap-and-trade program while maximizing the benefits to disadvantaged communities such as the San Joaquin Valley.

- 8. Policies and programs funded with cap-and-trade revenues should meet or exceed the provisions of SB 535** that require a minimum of 25% to be distributed in a manner that benefits disadvantaged communities with 10% of the revenue spent in those communities.

**DISCUSSION:** The San Joaquin Valley Regional Transportation Planning Agencies have been exploring ways to invest cap-and-trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system maintenance and operation needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment and the 2014 California Local Streets and Roads Need Assessment.

We believe that by integrating investments in new mobility, new infrastructure and new jobs we can create healthy communities and better quality of life for all – while measurably reducing greenhouse gas emissions consistent with AB 32 and legal requirements for spending allocation revenues.

By targeting revenues and incentives toward local governments in support of regional planning goals we can leverage a cost-effective investment portfolio across both transportation infrastructure and efficiency measures to yield the greatest GHG reductions associated with the transportation sector. Allocating funding to promote combining strategies will maximize GHG reduction while reinforcing SB 375, regional blueprints, other regional plans and local innovation.

Implementing SB 375 and other GHG-reducing regional plans outside of metropolitan planning organizations (MPOs) requires rebuilding aging infrastructure within urban infill and rural areas targeted for more intense development. This includes the maintenance and operation needs of local roads and transit systems, as well as active transportation infrastructure for walking and bicycling. By investing in an integrated transportation system, cost-effective GHG reductions can also be achieved from approaches like rural resource infrastructure, intercity rail, and roadway management strategies. All of these transportation investments can yield even greater GHG reductions when combined with supporting land use strategies.

All of these investments are consistent with AB 32 and with meeting California's transportation infrastructure needs. These investments will create jobs, improve the movement of goods and enhance the State's economic performance.

# San Joaquin Amtrak Intercity Passenger Rail

## REQUESTS:

Support increased state operating and capital funding and federal capital funding for state-supported Amtrak Intercity Passenger Rail Services including the San Joaquin Line – with additional Cap & Trade funding for the conventional intercity program.

Support expediting the transfer of the administration of the San Joaquin and Pacific Surfliner services to regional Joint Powers Authorities (JPAs) while maintaining support from the California State Transportation Agency and the Legislature.

## SUMMARY:

- As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority (SJJPA) has been established to enable regional governance/management of the San Joaquin intercity passenger rail service. The interagency transfer agreement between the SJJPA and the state is to be signed before June 30, 2015.
- To preserve and improve current levels of conventional intercity service in California, state funding for FY 15/16 for California's Intercity Passenger Rail Program should be increased to offset increases in operating costs and provide additional funding for more service. In addition, sustainable new sources of capital funding at both the state and federal levels are needed to protect and enhance California's investment in the successful intercity passenger rail program.

## BACKGROUND:

Since 1990, California has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation's intercity riders.

As a result of the Governor signing AB 1779 on September 29, 2012, the SJJPA was established to enable regional governance/management of the San Joaquin intercity passenger rail service. The first Board meeting of the SJJPA was held on March 22, 2013 and has been meeting regularly for almost two years now. Following the example of the Capitol Corridor Joint Powers Authority, local administration of the San Joaquin rail service will result in a better partnership between the state and the region for improving this vital passenger rail service. A partnership that is more responsive to passenger needs, will provide for stronger advocacy in Sacramento and Washington D.C., will promote joint marketing and partnerships with local agencies and organizations, and will be more cost effective. Southern California agencies are also moving forward with regional governance/management of the Pacific Surfliner intercity

passenger rail service since the Governor also signed SB 1225 on September 29, 2012. The SJJPA is working with the state to develop and negotiate an Interagency Transfer Agreement which must be signed by both parties before the administrative responsibility of the San Joaquins can be transferred to the SJJPA.



California's Intercity Passenger Rail Program is an indispensable economic and environmental asset to our state, including:

- Generating good jobs, both directly and indirectly, through shovel-ready projects
- Saving time and money for both intercity rail passengers and motorists
- Taking cars off our busy freeway corridors
- Enhancing public safety and reducing emissions and health costs
- Promoting private investment in sustainable communities
- Providing key connections to future high-speed rail services

State funding for Fiscal Year 2015-2016 for California's Intercity Passenger Rail Program should be increased to account for increased costs and to provide additional funding for more service. The San Joaquin service will need additional operating subsidies for an additional (7th) daily round trip. This will be the first service expansion of the San Joaquins since 2002.

There is no stable source of capital funding for California's Intercity Passenger Rail Program. Stable and continuing state and federal capital funding sources are needed to maintain and expand this successful public transportation program.

Improving California's Intercity Passenger Rail Program will result in more jobs, improved air quality, and more transportation choices. As Cap & Trade grows, additional funding from this program should be provided towards expanding the California Intercity Passenger Rail Program.



## Motorist Aid System: Multiple Service Elements

### REQUEST:

Support Senate Bill 516 that allows for Service Authorities for Freeways and Expressways (SAFEs) to fund a variety of motorist aid infrastructure and services including but not limited to call boxes.

### SUMMARY:

- Call box networks are the only eligible primary expense for motorist aid funds under existing statute, although excess funds may be used for other services.
- With the proliferation of cell phones, call box call volumes have been steadily declining for more than a decade.
- Advancing intelligent transportation systems and mobile technology allows for a greater variety of motorist aid services to be delivered more efficiently.

### BACKGROUND:

California's Streets and Highways Code Section 2550-2559 calls for a network of call boxes along the state's highways and expressways for motorist aid assistance. The code also allows for Service Authorities for Freeways and Expressways (SAFEs) to be established region-by-region to install and administer the call box network, using up to \$2 in vehicle registration fees approved by local voters, to fund the system. Excess funds, beyond what is needed to maintain the call box network, are allowed to be spent on other motorist aid services, such as freeway service patrols, changeable message signs and traffic operations centers.



Largely due to the proliferation of cell phones over the last 20 years, call volumes from the roadside boxes have declined substantially throughout the state, raising the cost per call and generally making the networks a less-efficient service for taxpayers. In the meantime, significant advancements in intelligent transportation systems (ITS) and mobile technology have allowed for new, less expensive motorist aid services, including phone and Web-based 511 traveler information systems, ramp meters, speed cameras and other architecture and services that benefit and ensure the safety of California's motorists.

The San Joaquin Valley Regional Policy Council requests support for the introduction of a bill that changes the Streets and Highways Code Sections 2550-2559 to allow for these additional infrastructure and services to be included along with call boxes as eligible expenses, as determined by regional SAFEs. This change allows for each region to best service its constituents. While some rural areas may prefer call boxes on remote state highways, urban regions may find additional ITS architecture a more relevant service for congestion relief and safety purposes.



## Water Quality, Supply and Reliability

### REQUEST:

The SJV needs an adequate, diverse water supply to support economic growth, retain the world-class agricultural base, maintain a reliable urban water supply and protect the local environment.

### SUMMARY:

The SJV's growing population and expanding economy require an adequate, quality water supply that is reliable for all sectors and the environment. It is widely recognized that the current supply is inadequate for the future, and the valley's rivers are valuable natural resources that need to be restored and protected while additional water supplies are developed. Water and energy are interdependent resources; with one fifth of the state's energy being used to pump, transport, and treat water. Strategies must be addressed to maximize both these resources.

Water is a pressing issue for all Californians. However, as one of the fastest growing regions in California, water quality, supply and reliability are even more pressing concerns for San Joaquin Valley residents. Governor Arnold Schwarzenegger stated in his June 2005 Executive Order that "the strength of California is tied to the economic success of the San Joaquin Valley." Through the year 2030, the growth rate of the region is projected to be 65% higher than the state average. How effectively the region accommodates growth will be an important determination of California's future.

The passage of Proposition 1 last year provides the administration with the momentum and resources to take immediate action to improve California's future water supplies, while also respecting California's long-standing principles of water right priorities. Toward that end, we call on the administration to work with their respective legislative bodies and agencies to implement comprehensive plans and programs to address water supply, reliability, and affordability for 2015 and into the future. A successful approach must include additional storage as the failure to increase water supplies in California will jeopardize America's breadbasket and our state's trillion-dollar economy.

### BACKGROUND:

The San Joaquin Valley has been severely impacted by the current multi-year drought and subsequent reductions to its water supplies used for both municipal and agricultural farming operations. As a result, there has been less work for valley residents resulting in double digit unemployment that consistently ranks among the highest in the state.

Water is the lifeblood of the San Joaquin Valley. However, current water supplies are vulnerable to

sudden disruption and reoccurring droughts as we are experiencing today. Groundwater supplies have been drawn down faster than they have been replenished; and today's infrastructure is insufficient to address water storage and conveyance needs anticipated under current and future demand patterns.



*Graphic from National Geographic's 2014 article on California's drought*

In the past fifteen years the competing uses for water have resulted in redirection of surface water supplies away from the San Joaquin Valley and have intensified the use of groundwater. The San Joaquin Valley's challenge is to become much more creative to deal with the natural cycles of drought and excess as well as the permanent and temporary losses. The importance of water will require a more thorough evaluation of our assets and needs, and our stewardship of local supplies.

The California Partnership for the San Joaquin Valley (Partnership) recognized the need for an assessment of our water environment and commissioned a "water work group" to develop a framework for analyzing the Valley water issues, water inventory, future water needs and to develop a potential menu of water management solutions. The priorities of the water work group include:

1. Strengthen levees in the Sacramento-San Joaquin Delta and San Joaquin Valley to safeguard regional water quality and provide for flood control.
2. Augment surface, groundwater banking programs and recycled water projects in the San Joaquin Valley.
3. Develop and implement water quality and salinity management infrastructure.
4. Expand environmental restoration and conservation strategies.

5. Expand agricultural and urban water-energy use efficiency programs.
6. Improve conveyance for timing and availability.

Additionally, in 2012, the water work group led a regional effort to find common ground on water issues in partnership with representatives from each of the eight San Joaquin Valley counties, as well as the Sacramento-San Joaquin Delta counties. The result of the work was a list of projects that can improve the water environment for all parties in both regions of California. Since this initial work, the Delta and Valley counties continue to work collaboratively to advance water management projects that have value to the combined area.

Governor Brown has demonstrated that he recognizes the severity of the current water crisis and yet despite his efforts and those of the Water Work Group, the effects of this 4-year drought are having dramatic and catastrophic impacts in our communities, California, and the nation. The evidence is found in the loss of thousands of jobs, the fallowing of thousands of acres of prime agricultural farmland, rising local and national food costs, increased vulnerability for major wildfires similar to the Rim Fire, and increased land subsidence as a result of continued depletion of groundwater basins.

We urge the administration to continue to do everything possible to identify all available water supplies for our communities facing another extremely difficult water year in the months ahead. In the midst of a drought and without substantial precipitation in the near distant future, the outlook for the San Joaquin Valley's communities and its regional economy is quite bleak.



Before: May 2011



After: September 2014

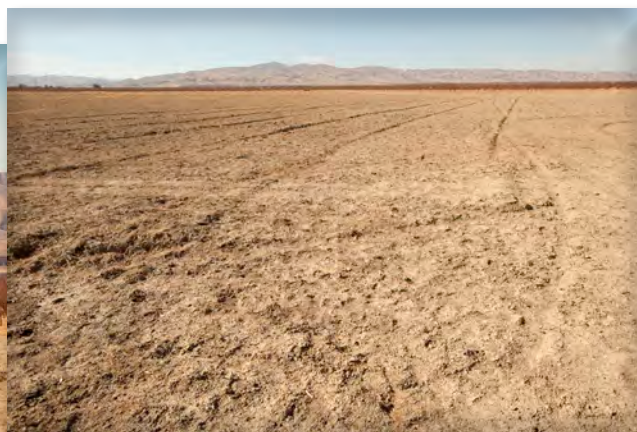
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Water levels in the San Joaquin River in 2014

*Above, Top photo: Indian Lakes, Madera County, California in May 2011 - 7 lakes with wildlife.*

*Above photo: Same location on September 20, 2014 - no water, just clumps of sediment and dried grass.*



*At left and above: Fallow farmland in the Central Valley*

# Atkins Proposal for Transportation Funding

## REQUEST:

Support the Atkins proposal to return \$1 billion per year of Truck Weight Fees to transportation, instead of using them to repay general obligation debt, dividing it up as follows:

- 44% to the STIP
- 44% to Local Agencies
- 12% to the SHOPP

## SUMMARY:

- Goods movement is critical to the economy of California and to efforts to support a strong middle class.
- California's road and highway maintenance needs are growing without a clear plan for stable financing.
- The Atkins plan is straightforward, understandable and will ensure that transportation dollars are directed to what they are intended to be used for.
- The Atkins plan would spread the responsibility of solving the transportation funding shortfall fairly and evenly among the many users of the state's transportation system.
- The Atkins plan would establish a road user's charge that would backfill the truck weight fees, allowing the \$1 billion per year to be spent on transportation.



## BACKGROUND:

1. Assembly Speaker Toni Atkins has proposed a plan for funding road maintenance with \$1.8 billion in fees on California drivers.
2. The fees would total roughly \$52 annually for most people behind the wheel, according to preliminary details released by the speaker's office.
3. The bills have mounted as gas tax revenue lags behind maintenance needs, especially with newer, more efficient vehicles needing less fuel. The state had \$6.2 billion less funding than needed for repairs last year, more than six times the gap in 2004, according to the state transportation agency.
4. Atkins' proposal would require a two-thirds vote for legislative approval because it creates a new fee. The new fee, called a "road user charge," could be tacked on to insurance bills or vehicle registration charges. The \$1.8 billion generated annually would be used in two different ways, according to Atkins' office.
5. Roughly \$800 million would go directly to road improvements. The additional \$1 billion would free up money in the general fund and allow truck weight fees to be spent on maintenance, their original purpose before they were redirected to help cover debt costs.
6. The speaker's plan would also use other money to replenish accounts intended for transportation needs, bringing total annual funding for infrastructure to a total of \$2 billion.
7. Even though the plan would increase costs for California drivers, Atkins told reporters it was worthwhile.



# 2015 San Joaquin Valley Voice Legislative Platform

## BACKGROUND

The San Joaquin Valley regional planning agencies include: San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments, and Kern Council of Governments. In 2006, the San Joaquin Valley regional planning agencies expanded their memorandum of understanding to form a Regional Policy Council, comprising two elected officials from each of the eight Valley counties, to discuss and build consensus on issues of Valleywide importance.

The Regional Policy Council, in coordination with the San Joaquin Valley regional planning agencies, has established a legislative platform that reflects the Regional Policy Council's priorities in state and federal legislative matters. The legislative platform provides guidance when taking action on specific legislative proposals. The platform is intended to provide a unified voice when communicating legislative issues of regional importance to the Valley's state and federal legislative delegation as well as relevant state and federal agencies.

## GENERAL PRINCIPLES

- Protect and enhance state and federal funding levels for transportation-related programs.
- Continue to advocate as a region to advance common goals for improvements in state and federal legislation and policies.

## VALLEY VOICE ADVOCACY EFFORTS

Continue to pursue federal and state support for the projects and legislative priorities identified through the Regional Policy Council's advocacy program called "Valley Voice"

- TRANSPORTATION FUNDING
- CAP AND TRADE FUNDING
- GOODS MOVEMENT
- SAN JOAQUIN AMTRAK INTERCITY PASSENGER RAIL
- WATER QUALITY, SUPPLY AND RELIABILITY

Contact Ahron Hakimi, Kern Council of Governments for more information:  
(661) 861-2191 • email: ahakimi@kerncog.org

## 2014 VALLEY VOICE REGIONAL PRIORITIES

### TRANSPORTATION FUNDING

#### REQUEST

Given Proposition 1B's success in leveraging state funds for transportation infrastructure, consider a new \$15 billion bond exclusively for state highway safety, maintenance and capital improvements. \*

#### SUMMARY

The SJV is California's fastest growing region, with a population of more than 4 million, which is anticipated to grow to more than 6 million people by 2035. The SJV has a significant role in the movement of agricultural products and goods, with a heavy burden placed on the existing transportation infrastructure. Investments to preserve the SJV transportation infrastructure have not kept pace with the demand and have led to the deterioration of the usability of the network.

- According to Caltrans and the Valley's Goods Movement Plan, the San Joaquin Valley would need \$1.7 to \$3.5 billion to complete needed capacity and other safety priority projects in addition to \$5.5 billion for freight movement-related priorities.
- The SJV has more than 4,000 bridges, with Madera County having the highest percentage of structurally deficient bridges in the state at 34.7%.

\* Tulare County Association of Governments opposes this request.

### CAP-AND-TRADE FUNDING

#### REQUESTS

The SJV Policy Council supports the Transportation Coalition for Livable Communities, which includes the California Transit Association, Transportation California, California Alliance for Jobs, and local and regional government associations in the unifying principle that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

1. Dedicate cap-and-trade revenues related to fuels to transportation investments.
2. Invest a major portion of fuels-related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Structure the investments to favor integrated transportation and land use strategies with an emphasis on poor air quality regions, such as the San Joaquin Valley.

## 2015 San Joaquin Valley Voice Legislative Platform - *continued*

4. Cap-and-trade revenues should achieve greenhouse gas reductions, with priority given to projects that achieve reductions in criteria pollutants.
5. Allow flexibility at the regional and local level to develop the most cost-effective ways to meet GHG reduction goals through transportation and land use investments.
6. Provide the incentives and assistance that local governments need to make SB 375 work.
7. Address project-funding determinations at the regional level under established statewide criteria to encourage local innovation and flexibility, while addressing the needs and role of disadvantaged communities.
8. Policies and programs funded with cap-and-trade revenues should meet or exceed the provisions of SB 535 that require a minimum of 25% to be distributed in a manner that benefits disadvantaged communities and that 10% of the revenue be spent in those communities.

### SUMMARY

Funding revenues should be directed to transit and road operations and maintenance, as well as complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, SB 375 implementation strategies. Funds should be allocated to areas that have disadvantaged communities and poor air quality, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. Additional incentives should be offered to regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans.

## GOODS MOVEMENT

### REQUEST

The SJV Policy Council distinguishes the need to continue to fund the major regionally significant trade corridors.

1. SJV Interregional Goods Movement Plan: provides a detailed description of the existing freight infrastructure (including the highways, roadways, rail facilities, intermodal facilities, intermodal centers, connections to inland and marine ports, and air cargo facilities) and provides a foundation for the analysis of existing and future freight capacity.
2. Shortline Rail: During the last two decades over 60 miles of track have been abandoned in the San Joaquin Valley. It is important that these shortline rail corridors are preserved and enhanced to provide

a necessary part of goods movement infrastructure within the SJV and to reduce levels of truck VMT.

3. State Route 99 Business Plan: State Route (SR) 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The extra stress of the overcapacity on the aged pavement in addition to the lack of adequate funding to reconstruct the pavement is the single most significant factor contributing to the current poor pavement conditions.

### SUMMARY

The eight San Joaquin Valley regional planning agencies continue to work in partnership with Caltrans and key private stakeholders, after developing the San Joaquin Valley Interregional Goods Movement Plan. The Plan, finalized in 2013 provides analysis of the vital goods movement networks of this multi-county region. Goods movement is a vital component of the San Joaquin Valley's diverse internal economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world.

## SAN JOAQUIN AMTRAK PASSENGER RAIL

### REQUEST

Continued support and increased funding for state-supported passenger rail services, including the San Joaquin service. Support for transferring administrative responsibility of the San Joaquin service to the San Joaquin Joint Powers Authority (SJJPA) and of the Pacific Surfliner Service to the LOSSAN JPA as a priority for California State Transportation Agency (CalSTA).

1. A continued commitment in annual operating funds through the Public Transportation Account (PTA) to meet requirements of federal legislation (PRIIA Section 209) – states must finance the operational costs of intercity passenger rail routes of 750 miles or less. This would require an annual PTA allocation of at least \$125 million.
2. A stable, consistent annual appropriation/ allocation in state capital funds to leverage funds from matching sources (federal, regional, and private). At least \$100 million/year in state capital funds is needed to leverage funding for existing needs, with increases necessary to meet future requirements and further expand the system. Support allocating more Cap & Trade funds to be used to expand the California Intercity Passenger Rail Program.
3. Facilitate, expedite and promote transferring administrative responsibility of the San Joaquin and

## 2015 San Joaquin Valley Voice Legislative Platform - *continued*

Pacific Surfliner services to the new JPAs – which includes fully defining the ongoing role for the state with all three state-supported intercity passenger rail services.

### **SUMMARY**

Since 1990, California has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support. This financial support helped transform the Pacific Surfliner, the Capitol Corridor, and the San Joaquin services into three of the most successful intercity passenger rail services in the nation. With over 5.5 million annual passengers for fiscal year 2012, California has more than 20 percent of all the nation's intercity riders. The San Joaquin service carried 1.2 million passengers in FY 14, and has the fifth highest ridership of any intercity service in the nation. Improving California's Intercity Passenger Rail Program will result in more jobs, improved air quality, less automobile use, enhanced public safety more transportation choices and promotes sustainable development.

As a result of the Governor signing AB 1779 on September 29, 2012, the San Joaquin Joint Powers Authority was established to enable regional governance/management of the San Joaquin intercity passenger rail service. To date, several achievements have been realized and include the following:

- Selection of the San Joaquin Regional Rail Commission as the Managing Agency
- Continuing advocacy efforts for the state-supported intercity passenger rail program as a partner in the California Intercity Passenger Rail Leadership Coalition (Capitol Corridor JPA, LOSSAN JPA, Coast Rail Coordinating Council, San Joaquin Valley Rail Committee, and SJJPA).
- Leadership efforts in working with Senator Jackson and Assemblymember Gray to establish Select Committees in the CA Senate and the Assembly for conventional passenger rail.
- The adoption of a Joint Policy Statement between SJJPA, Caltrans and the CA High Speed Rail Authority to ensure SJJPA and local member agencies can participate in any alternatives that might impact San Joaquin service.
- The SJJPA and partnering agencies successfully ensured that intercity rail was included as an important component of ongoing Cap & Trade allocations.

## **WATER QUALITY, SUPPLY, AND RELIABILITY**

### **REQUEST**

The SJV needs a reliable, adequate, water quality supply to sustain a high quality of life and a world-class agricultural sector, while protecting and enhancing the environment.

### **SUMMARY**

The SJV's growing population and expanding economy require an adequate water quality supply that is reliable for all sectors and the environment. The current water supply is inadequate and unsustainable for the future. The rivers found throughout the SJV are valuable natural resources that need to be protected, while developing additional sustainable water supplies. Water and energy are interdependent resources; with one fifth of the state's energy being used to pump, transport, and treat water. Strategies must be addressed to maximize both these resources. The California Partnership for the San Joaquin Valley and several other Valley organizations continue to work towards these water goals.

# California's San Joaquin Valley Regional and Transportation Infrastructure Profile

## THE REGION

The San Joaquin Valley of California lies between the Sierra Nevada Mountains to the east, the Tehachapi Mountains to the south, the Coastal Ranges to the west and the Sacramento Valley to the north. Although most of the Valley is rural and economically driven by agriculture, there is a significant segment of the population that resides in urban cities, most of which are along the major transportation corridors.

Interstate 5 connects the entire state north to south in the western part of the San Joaquin Valley, bypassing the major population centers. State Route 99, a major goods movement state highway connecting southern California to Northern California through the major cities of the San Joaquin Valley's counties, is also known as the backbone of California.

The San Joaquin Valley is divided into eight (8) counties that include a total of 62 cities that work together on regional issues of mutual importance and share 32,056 publicly maintained road miles, 18.3% of the total 174,991 publicly maintained road miles in California. This public road system accommodates 98,748 average daily vehicle miles traveled, 11% of California's 901,847 total daily vehicle miles traveled (source: Caltrans 2013 California Public Road Data Report). Due to its location in the center of the state, the valley is a major transportation corridor between large California cities and for goods going to and from western sea ports.

The San Joaquin Valley is home to a very diverse population of over 4 million people and is the third largest region in California, with a growing population projected to double in the next 45 years. Some key facts about the Valley include:

- The valley is the most productive agricultural region in the world and supports significant exports of agricultural goods all over the world. Crop values in 2013 were \$35 billion.
- Millions of tourists visit the Valley on their way to the three national parks and three national monuments each year.
- Five universities and dozens of community colleges are located in the San Joaquin Valley.

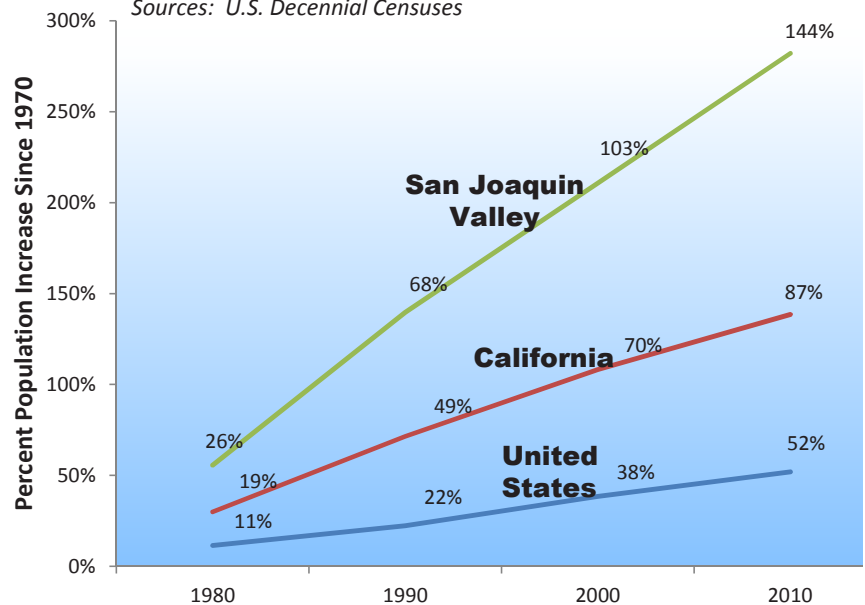
- Five important military bases call the eight-county region home.
- The Valley is a major producer of energy, including a fast growing solar energy sector.

## THE CHALLENGES

Even though the San Joaquin Valley plays a major economic role in the state and nation, especially when it comes to agriculture and transportation, it continues to

## SJV Population Increase Since 1970

Sources: U.S. Decennial Censuses



suffer from significant economic and environmental challenges. Some key challenges include:

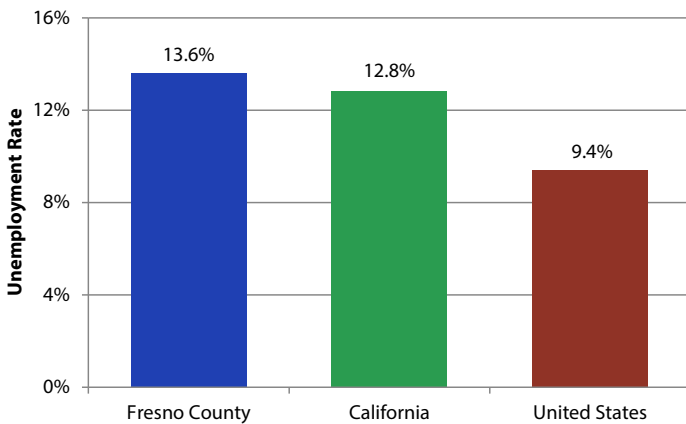
- Demographics reflecting a low income, and low educational attainment that contribute to the worst rate of unemployment in the nation
- Weather and topography create an ideal setting for retention of pollutants, causing extreme levels of air pollution, and are compounded by significant levels of water and ground water pollution
- Transportation deterioration and decay caused by a lack of sufficient transportation investment to keep up with surging population and economic development potential





**California's (Eight County)  
San Joaquin Valley**

**San Joaquin Valley Unemployment Rate compared with the State and Nation**



Despite a 1.8 million strong workforce, and significant business and development investment interest, the Valley continues to be an example of problematic social and environmental justice issues. In order to actualize the full economic potential of this region, a vision for investment in transportation and other systems must go beyond basic needs. State and federal programs and investments play a critical role in continuing efforts to meet the current and future needs of residents and stake holders.

The urban cities of the San Joaquin Valley are located adjacent to or closely connected to major transportation corridors providing goods movement throughout California and beyond. Fresno, the most populous city in the San Joaquin Valley, which is transected by State Route 99, California's goods movement backbone, is also the largest U.S. city without an Interstate Highway.

## SUCCESS STORIES OF THE SAN JOAQUIN VALLEY

Source: San Joaquin Valley Regional Planning Agencies

**Total Awarded Funds**

**Total Projects Cost**

### San Joaquin Valley Roadway Projects

**\$1,274,632,614**

**\$2,194,134,444**

MPO	Project Title	Program	Awarded Funds \$	Total Project Cost \$
<b>San Joaquin</b>			<b>\$435,831,000</b>	<b>\$900,515,000</b>
I-5 North Stockton Widening		CMIA	\$42,778,000	\$121,278,000
I-205 Auxiliary Lanes		CMIA	\$9,070,000	\$22,009,000
SR 99 South Stockton Widening		SR 99 Bond/SLPP	\$148,321,000	\$214,458,000
SR 99 Manteca Widening		SR 99 Bond	\$89,540,000	\$155,880,000
SR 4 Crosstown Freeway Extension		TCIF	\$70,208,000	\$140,416,000
Sperry Road Extension		TCIF	\$23,582,000	\$56,582,000
San Francisco-Stockton Ship Channel Deepening Project		TCIF	\$7,200,000	\$15,000,000
Lower Sacramento Road/UPRR Grade Separation		HRCSA/SLPP	\$12,635,000	\$31,875,000
Eight Mile Road (Easterly)/UPRR Grade Separation		HRCSA	\$5,939,000	\$28,439,000
Eight Mile Road (Westerly)/UPRR Grade Separation		HRCSA	\$8,081,000	\$24,581,000
Daggett Road/BNSF Grade Separation		HRCSA	\$1,537,000	\$8,587,000
Navy Drive/BNSF Grade Separation		HRCSA	\$5,740,000	\$9,097,000
Lathrop Road/UPRR Grade Separation		HRCSA	\$5,000,000	\$16,855,000
I-5/French Camp Road		SLPP	\$3,800,000	\$53,058,000
SR 99 Corridor Ramp Metering		TCIF-SHOPP	\$2,400,000	\$2,400,000
<b>Stanislaus</b>			<b>\$151,700,000</b>	<b>\$278,400,000</b>
Pelandale Interchange		SR 99 Bond	\$43,800,000	\$56,800,000
Kiernan Interchange		SR 99 Bond	\$61,400,000	\$66,800,000
SR 219 Widening (Phase 1)		CMIA	\$14,800,000	\$49,800,000
SR 219 Widening (Phase 2)		CMIA	\$20,300,000	\$50,500,000
SR 132 Expressway		TCRP	\$11,400,000	\$54,500,000
<b>Merced</b>			<b>\$203,709,000</b>	<b>\$270,143,000</b>
Arboleda Road Freeway		SR 99 Bond	\$91,319,000	\$127,652,000
Atwater- Merced Expressway		SR 99 Bond	\$46,521,000	\$65,880,000
Freeway Update & Plainsburg Road Interchange		SR 99 Bond	\$65,869,000	\$76,611,000
<b>Madera</b>			<b>\$54,648,000</b>	<b>\$92,596,000</b>
SR 99/Avenue 12 Interchange		SR 99 Bond	\$51,100,000	\$85,500,000
Chowchilla Various Locations Street Improvements		SLPP	\$240,000	\$480,000
Madera Various Locations Street Improvements		SLPP	\$150,000	\$300,000
Madera Various Locations Street Improvements		SLPP	\$137,000	\$274,000
Madera Gateway Dr., Olive Ave., 9th St. Street Improvements		SLPP	\$206,000	\$412,000
Madera D St. and Almond Ave. Street Improvements		SLPP	\$273,000	546,000
Madera 4th St. Pine to K St. Street Improvements		SLPP	\$567,000	\$1,134,000
County Ave. 12 from Rd. 36 to Rd. 37 Pedestrian Facilities		SLPP	\$150,000	\$300,000
County Rd. 200 Phase 2 Bridge Reconstruction		SLPP	\$371,000	\$742,000
County Ave 9 Street Improvements and Left Turn Lanes		SLPP	\$1,454,000	\$2,908,000

MPO	Project Title	Program	Awarded Funds \$	Total Project Cost \$
<b>Fresno</b>			<b>\$120,582,914</b>	<b>\$167,016,444</b>
Island Park 6 Lane: SR 99-Ashlan Ave to 0.6 Miles North of Avenue 7-Widen from 4 Lanes to 6 Lanes	SR 99 Bond		\$93,000,000	\$93,000,000
W. Althea Ave & Delta-Mendota Canal Bridge	Local Bridge Seismic Retrofit Program		\$11,457	\$88,530
W. Sierra Ave. & Delta-Mondota Canal Bridge	Local Bridge Seismic Retrofit Program		\$11,457	\$88,530
S. Calaveras Ave. & Los Gatos Creek Bridge	Local Bridge Seismic Retrofit Program		\$46,000	\$354,120
Shaw Avenue	Traffic Light Synchronization		\$2,100,000	\$3,000,000
Clovis Avenue	Traffic Light Synchronization		\$2,100,000	\$3,000,000
Clovis DeWolf/Nees Av SR 168 connect	SLPP-Competitive		\$282,000	\$542,656
Clovis Bullard/Locan Av improvements	SLPP-Competitive		\$315,000	\$651,244
Clovis Shaw Av improvements	SLPP-Competitive		\$205,000	\$381,364
City of Fresno Traffic Signal at Audubon/Cole	SLPP-Competitive		\$181,000	\$362,000
Traffic Signal at Shields/Temperance	SLPP-Competitive		\$215,000	\$430,000
Friant Rd Widening at Shepherd Av	SLPP-Competitive		\$145,000	\$290,000
SR 180 Academy to Trimmer Springs: Construct 4 Lane Expressway on New Alignment	SLPP		\$11,500,000	\$43,600,000
SR 180 West Frontage Road Projects: Realign and Signal	SLPP		\$2,213,000	\$4,426,000
Temperance-Enterprise/South of Shepherd: Widen from 3 to 4 Lanes	SLPP		\$728,000	\$1,594,000
Temperance-Bullard to Herndon: Widen to 4 Lanes	SLPP		\$1,298,000	\$2,597,000
Peach -SR 180 to Kings Canyon: Widen to 4 Lanes	SLPP		\$3,650,000	\$7,300,000
Herndon-Clovis to Fowler: Widening	SLPP		\$799,000	\$1,598,000
Herndon-Blythe to Brawley: 4 to 6 Lanes	SLPP		\$818,000	\$1,783,000
Willow-Barstow to Escalon: Widen to 6 Lanes & Bike Path	SLPP		\$965,000	\$1,930,000
<b>Kings</b>			<b>\$50,878,000</b>	<b>\$101,434,000</b>
SR 198 Widening	CMIA		\$48,688,000	\$95,047,000
12th Avenue	TLSP		\$90,000	\$160,000
12th Avenue Complete Streets Improvements	SLPP		\$600,000	\$2,500,000
Greenfield Avenue Extension	SLPP		\$250,000	\$757,000
11th Avenue Complete Streets Improvements	SLPP		\$500,000	\$1,320,000
10th Avenue Widening	SLPP		\$750,000	\$1,650,000
<b>Tulare</b>			<b>\$211,172,000</b>	<b>\$384,030,000</b>
SR 198 Widening	CMIA		\$14,544,000	\$30,726,000
SR 198 /Plaza Dr I/C Improvements	CMIA		\$6,667,000	\$27,266,000
Road 80 Phase 1A Widening	SLPP		\$2,294,000	\$6,000,000
Road 108 Widening	SLPP		\$2,295,000	\$23,276,000
Avenue 416 widening	SLPP		\$7,551,000	\$31,586,000
Cartmill/ UP Overcrossing	HRCSA		\$11,293,000	\$22,760,000
Betty Drive/ UP Overcrossing	HRCSA		\$12,175,000	\$27,683,000
Bardsley/ UP Overcrossing	HRCSA		\$7,156,000	\$14,486,000
Santa Fe Trail/ UP Overcrossing	HRCSA		\$3,381,000	\$6,831,000
SR 99 Widening, Goshen to Kingsburg	SR 99 Bond		\$91,489,000	106,259,000
SR 99 Widening, Caldwell to Goshen	SR 99 Bond		\$45,327,000	\$51,107,000
SR 99/ Cartmill Ave I/C Improvements	SR 99 Bond		\$7,000,000	\$36,050,000
<b>Kern</b>			<b>\$46,111,700</b>	
SR 46 Expressway Widening- Segment 3	CMIA		\$45,000,000	
Bakersfield- Mohawk St. Extension/ Improvements	SLPP		\$1,000,000	
Tehachapi Trade Corridor Rail Improvement Project	TCIF		\$111,700	

<b>San Joaquin Valley Transit Projects</b>			<b>\$103,729,006</b>	<b>\$409,350,919</b>
<b>MPO</b>	<b>Project Title</b>	<b>Program</b>	<b>Awarded Funds \$</b>	<b>Total Project Cost \$</b>
<b>San Joaquin</b>			<b>\$30,891,049</b>	<b>\$77,005,689</b>
	SJRRRC ACE Track Extension Project	Prop. 1A	\$14,974,000	\$31,614,259
	RTD Regional Transit Center - Phase 1	Prop. 1B	\$8,123,016	\$20,517,000
	RTD Hammer Triangle Station and BRT Corridor	Prop. 1B	\$1,732,593	\$7,100,463
	Manteca Multimodal Station and Transit Vehicles Upgrade Projects	Prop. 1B	\$1,810,000	\$6,910,000
	Lodi Multimodal Station Expansion and Transit Replacement Projects	Prop. 1B	\$2,360,000	\$5,827,302
	Tracy Transit Vehicle Expansion and Replacement Projects	Prop. 1B	\$1,179,440	\$4,193,665
	Escalon Bus Replacement Projects	Prop. 1B	\$330,000	\$461,000
	Ripon Bus Shelters and Facility Improvements Projects	Prop. 1B	\$382,000	\$382,000
<b>Stanislaus</b>			<b>\$10,360,000</b>	<b>\$22,700,000</b>
	Turlock Transit Transfer Center	PTMISEA	\$460,000	\$5,200,000
	Modesto Bus Maintenance Facility	PTMISEA	\$2,500,000	\$17,500,000
	Modesto Bus Purchases	PTMISEA	\$3,500,000	
	Modesto AVL Enhancements	PTMISEA	\$1,500,000	
	Stanislaus County Bus Purchases	PTMISEA	\$2,400,000	
<b>Merced</b>			<b>\$8,114,000</b>	<b>\$15,185,000</b>
	Bus Hoist & Admin Building	PTMISEA	\$152,000	\$324,000
	Mobile Data Computers for Paratransit	PTMISEA	\$137,000	\$140,000
	Passenger Bus Shelters	PTMISEA	\$319,000	\$407,000
	YARTS Buses	PTMISEA	\$517,000	\$2,957,000
	Purchase 54 Buses (various sizes, including paratransit)	PTMISEA	\$6,989,000	\$11,357,000
<b>Madera</b>			<b>\$4,119,390</b>	
	CATX Transit Vehicle Shelter	PTMISEA	\$49,900	
	MAX Purchase 2 gas and 1 CNG Type VII Buses	PTMISEA	\$366,100	
	MCC Purchase 2 Buses	PTMISEA	\$137,550	
	MCC Bus Shelter Fairmead	PTMISEA	\$25,000	
	CATX Bus Purchase	PTMISEA	\$72,849	
	MCC Bus Bike Racks	PTMISEA	\$17,450	
	CATX On-Board Video Cameras Project	PTMISEA	\$12,000	
	CATX Facility Surveillance Camera Equipment	PTMISEA	\$35,248	
	MAX Shelter and Amenities	PTMISEA	\$312,445	
	MAX New Transit Facility	PTMISEA	\$1,095,807	
	Amtrak Project	PTMISEA	\$603,782	
	MCC Bus Shelter/ Lot	PTMISEA	\$237,610	
	MCC Bus Shelter Facility Improvements	PTMISEA	\$150,000	
	MCC Transit Facility Improvements	PTMISEA	\$195,862	
	County Park and Ride Lot 1	PTMISEA	\$300,000	
	County Park and Ride Lot 2	PTMISEA	\$300,000	
	CATX Facility Improvement	PTMISEA	\$207,787	

MPO	Project Title	Program	Awarded Funds \$	Total Project Cost \$
<b>Fresno</b>			<b>\$120,582,914</b>	<b>\$167,016,444</b>
	Island Park 6 Lane: SR 99-Ashlan Ave to 0.6 Miles North of Avenue 7-Widen from 4 Lanes to 6 Lanes	SR 99 Bond	\$93,000,000	\$93,000,000
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	SR 180 West Frontage Road Projects: Realign and Signal	SLPP	\$2,213,000	\$4,426,000
	Temperance-Enterprise/South of Shepherd: Widen from 3 to 4 Lanes	SLPP	\$728,000	\$1,594,000
	Temperance-Bullard to Herndon: Widen to 4 Lanes	SLPP	\$1,298,000	\$2,597,000
	Peach -SR 180 to Kings Canyon: Widen to 4 Lanes	SLPP	\$3,650,000	\$7,300,000
	Herndon-Clovis to Fowler: Widening	SLPP	\$799,000	\$1,598,000
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<b>Kings</b>			<b>\$50,878,000</b>	<b>\$101,434,000</b>
	SR 198 Widening	CMIA	\$48,688,000	\$95,047,000
	12th Avenue	TLSP	\$90,000	\$160,000
	12th Avenue Complete Streets Improvements	SLPP	\$600,000	\$2,500,000
	Greenfield Avenue Extension	SLPP	\$250,000	\$757,000
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	10th Avenue Widening	SLPP	\$750,000	\$1,650,000
<b>Tulare</b>			<b>\$211,172,000</b>	<b>\$384,030,000</b>
	SR 198 Widening	CMIA	\$14,544,000	\$30,726,000
	SR 198 /Plaza Dr I/C Improvements	CMIA	\$6,667,000	\$27,266,000
	Road 80 Phase 1A Widening	SLPP	\$2,294,000	\$6,000,000
	Road 108 Widening	SLPP	\$2,295,000	\$23,276,000
	Avenue 416 widening	SLPP	\$7,551,000	\$31,586,000
	Cartmill/ UP Overcrossing	HRCSA	\$11,293,000	\$22,760,000
	Betty Drive/ UP Overcrossing	HRCSA	\$12,175,000	\$27,683,000
	Bardsley/ UP Overcrossing	HRCSA	\$7,156,000	\$14,486,000
	Santa Fe Trail/ UP Overcrossing	HRCSA	\$3,381,000	\$6,831,000
	SR 99 Widening, Goshen to Kingsburg	SR 99 Bond	\$91,489,000	106,259,000
	SR 99 Widening, Caldwell to Goshen	SR 99 Bond	\$45,327,000	\$51,107,000
	SR 99/ Cartmill Ave I/C Improvements	SR 99 Bond	\$7,000,000	\$36,050,000
<b>Kern</b>			<b>\$46,111,700</b>	
	SR 46 Expressway Widening- Segment 3	CMIA	\$45,000,000	
	Bakersfield- Mohawk St. Extension/ Improvements	SLPP	\$1,000,000	
	Tehachapi Trade Corridor Rail Improvement Project	TCIF	\$111,700	

<b>MPO</b>	<b>Project Title</b>	<b>Program</b>	<b>Awarded Funds \$</b>	<b>Total Project Cost \$</b>
<b>Kings</b>			<b>\$6,353,495</b>	<b>\$196,306,820</b>
	CNG Fixed Route Buses	PTMISEA	\$1,855,000	
	Paratransit Buses	PTMISEA	\$465,539	
	Vanpool Mobile Data Terminals	PTMISEA	\$472,769	
	Automatic Fare Collection Machines	PTMISEA	\$127,231	
	Davis Street Facility Improvements	PTMISEA	\$1,396,613	
	Bus Stop Amenities	PTMISEA	\$650,000	
	Bus Intel System	PTMISEA	\$880,947	
	Busy Security Cameras	Prop 1B Security	\$142,087	
	Davis Facility Security Improvements	Prop 1B Security	\$126,625	
	Solar Power Lighting	Prop 1B Security	\$118,342	
	Transit Radio Improvements	Prop 1B Security	\$118,342	
<b>Tulare</b>			<b>\$4,277,552</b>	
	Porterville Passenger Information System & 5 CNG Buses	PTMISEA	\$906,306	
	Dinuba Transit Center Design	PTMISEA	\$135,350	
	Visalia Operations Facility Expansion	PTMISEA	\$2,980,874	
	Woodlake Transit Center	PTMISEA	\$255,022	
	Porterville Bus Stop Amenities	PTMISEA	\$365,723	
	Dinuba 4 CNG Transit Buses	PTMISEA	\$416,523	
	Tulare County Transit Infrastructure Improvements	PTMISEA	\$420,938	
	Tulare County CNG Transit Buses	PTMISEA	\$1,497,081	
	Tulare County Expand CNG Fuel Station	PTMISEA	\$1,567,485	
	Porterville Passenger Information System	PTMISEA	\$226,131	
	Tulare 3 CNG Transit Bus	PTMISEA	\$983,977	
	Lindsay Bus Stop Shelters	PTMISEA	\$50,304	
	Woodlake Bust Stop Shelters	PTMISEA	\$57,959	
	Lindsay 2 Transit Vans	PTMISEA	\$87,612	
	Farmersville Transit Bus	PTMISEA	\$82,221	
<b>Kern</b>			<b>\$2,787,000</b>	
	Bakersfield- Construct ADA curb cuts at GET bus stops	PTMISEA	\$600,000	
	Arvin- Construct park-n-ride for commuter bus service	PTMISEA	\$400,000	
	GET- Purchase 2 over-the-road coaches	PTMISEA	\$1,200,000	
	Delano- Purchase AC re-charging unit	PTMISEA	\$8,000	
	Arvin- Purchase 2 transit vans	PTMISEA	\$100,000	
	Delano- Purchase 2 laptop computers for vehicle diagnosis	PTMISEA	\$3,000	
	Delano- Purchase fixed-route management software	PTMISEA	\$49,000	
	Delano- Purchase speedy bus washer	PTMISEA	\$27,000	
	Taft- Construct commuter bus park-n-ride	PTMISEA	\$400,000	

## SAN JOAQUIN VALLEY TRANSPORTATION NEEDS - CURRENT PROJECTS

### 2011 - 2020 San Joaquin Valley Regional System Expansion and System Management Projects

Source: Statewide Transportation System Needs Assessment, November 2011, Prepared for CTC

<b>San Joaquin Valley State Route 99 Goods Movement Backbone - North to South</b>		<b>\$ In Thousands</b>
	<b>Total 99 Backbone Projects</b>	<b>\$2,887,154</b>
<b>San Joaquin County</b>		<b>\$562,000</b>
Modify 4 Interchanges on SR 99:		
SR99 at Harney		\$40,000
SR99 at Eight Mile		\$98,000
SR99 at Morada		\$149,000
SR99 at Austin		\$135,000
SR 99 Lodi Widening:		
Widen from 4 to 6 lanes between Harney Lane & Acampo Road		\$140,000
<b>Stanislaus County</b>		<b>\$805,000</b>
SR 99 - 6 to 8 Lane Widening - Mitchell Road to San Joaquin County Line		\$805,000
<b>Merced County</b>		<b>\$589,000</b>
SR 99 Livingston-Delhi Widening (8 miles of widening from 4 to 6 lanes)		\$80,000
SR 99 Atwater Freeway (Widening 4 miles from 4 to 6 lanes, and interchanges)		\$249,000
SR 99 Merced Freeway (Widening 6 miles from 4 to 6 lanes, and interchanges)		\$260,000
<b>Madera County</b>		<b>\$202,000</b>
SR 99 from Aves 7 to 12		\$124,000
SR 99 from Aves 12 to 17		\$78,000
<b>Fresno County</b>		<b>\$309,154</b>
SR 99 and Floral Rd Interchange: Widen and Replace Bridge		\$10,000
SR 99 and Fresno NB and SB Off and On Ramps: Signal Upgrades		\$462
SR 99 and Mountain View Overcrossing: Widen from 2 Lanes to 4 Lanes and Improve On/Off Ramps		\$45,000
SR 99 Various Interchanges within Fresno County: Interchange Improvements		\$250,490
SR 99 Various Off Ramps within City of Fresno: New Traffic Signals		\$3,202
<b>Kings County</b>		N/A
SR 99 does not traverse Kings County, it is accessed in nearby Tulare County via SR 198 East		
<b>Tulare County</b>		<b>\$420,000</b>
SR 99 Prosperity Ave to Caldwell Ave, 4 to 6 Ins		\$80,000
SR 99 Avenue 200 to Prosperity Ave, 4 to 6 Ins		\$130,000
SR 99 South of Tipton to Avenue 200, 4 to 6 Ins		\$80,000
SR 99 Kern Co. Line to South of Tipton, 4 to 6 Ins		\$130,000

## Priority Projects

		Total Priority Projects	\$5,590,752
<b>San Joaquin County</b>			<b>\$307,628</b>
1	SJRTD Downtown/South Stockton BRT Expansion -- Add two Bus Rapid Transit Corridors in Stockton		\$19,120
2	SJRRRC Altamont Corridor Capital Improvements: - Stockton Track Extension - builds segment of track in Stockton to all passenger trains to load and off-load passengers without blocking freight mainline or arterial streets		\$22,000
3	Port of Stockton West Complex Access Improvements -- Construction of highway access improvements to the Port of Stockton		\$15,736
4	Stockton Metropolitan Airport Capital Improvement Project -- Enhance airport safety, security, capacity and environmental concerns		\$20,772
5	SR99/SR 120 freeway to Freeway Connection		\$90,000
6	SR 99 Lodi Widening -- Widen from 4 to 6 lanes between Harney Lane and Acampo Road		\$140,000
<b>Stanislaus County</b>			<b>\$1,342,100</b>
7	Stanislaus County - SR 132 Connectivity to SR 99 Improvement Project		\$377,000
8	Stanislaus County - North County Corridor - SR 99 to SR 120/108 - Construct 2-6 Lane Expressway		\$380,000
9	Stanislaus County- SR 99/Hammett Interchange Replacement		\$96,000
10	Stanislaus County - South County Corridor		\$95,000
11	Stanislaus County - SR 132 Expressway		\$394,100
<b>Merced County</b>			<b>\$1,066,000</b>
12	SR152 Los Banos Bypass (New 4 lane Expressway, 10 mile bypass)		\$500,000
13	SR59 Atwater-Merced Expressway (New 4 lane Expressway)		\$214,000
14	Campus Parkway (New 4 lane Expressway)		\$110,000
15	SR59 Widening (Widening 0.8 miles from 2 to 4 lanes)		\$42,000
16	SR165 Hilmar/Turlock project		\$200,000
<b>Madera County</b>			<b>\$156,099</b>
17	SR 41 - SR 145 to Rd 200 Construct Passing Lanes		\$30,560
18	SR 41 - Ave 10 to Ave 12 w/ Interchange at Ave 12 Extend Freeway/Build Interchange		\$46,400
19	SR 233 - At SR 99 Reconstruct/Widen Interchange		\$35,000
20	SR 41- Rd 420 to SR 49 Widen from 2 to 4 lanes		\$22,900
21	Ave 12 - Rd 38 to SR 41 Widen from 2 to 4 lanes		\$21,239
<b>Fresno County</b>			<b>\$297,999</b>
22	Mountain View-Bethel to Tulare County Line: Widen from 2 LU to 4 LD		\$24,840
23	SR 180 West of Smith to East of Frankwood: Construct 4 Lane Expressway on Existing Alignment		\$96,448
24	SR 269 Bridge between SR 198 and Huron: Construct New Bridge and Raise Profile Grade		\$32,500
25	Veterans Blvd-Shaw to Herndon w/interchange at SR-99 & Grad Separation to UPRR, Golden State and future HSR		\$144,211
<b>Kings County</b>			<b>\$500,000</b>
26	SR 41; at Hanford-Armona Road, Construct Interchange		\$36,000
27	SR 43; from Fresno County Line to 10th Avenue, Widen from 2-Lanes to 4-Lane Expressway		\$97,000
28	SR 198: at 9th Avenue, Construct Interchange		\$40,000
29	SR198; from I-5 to Lemoore Naval Air Station, Widen from 2-Lanes to 4-Lane Expressway		\$145,000
30	SR41; from SR 198 to I-5, Widen from 2-Lane s to 4-Lane Expressway		\$182,000
<b>Tulare County</b>			<b>\$395,000</b>
31	SR-65/Spruce 4 to 6 lane widening from Hermosa Rd to SR-198		\$140,000
32	SR-65 4 to 6 lane widening from Kern Co. line to Tea Pot Dome		\$130,000
33	SR-99/Betty Dr Interchange improvements		\$55,000
34	SR-99/Caldwell Ave Interchange improvements		\$35,000
35	SR-198/Lovers Ln Interchange improvements		\$35,000
<b>Kern County</b>			<b>\$1,525,926</b>
36	SR58 Centennial Corridor Project (new freeway and interchange connecting I-5 to east of 99)		\$1,068,026
37	SR46 Corridor Phases 4 (widen to 4 lane expressway from I-5 to East of Lost Hills)		\$97,000
38	SR178 Corridor Projects (widen existing corridor/freeway from 99 to Miramonte)		\$161,900
39	SR119 Cherry Ave widening (widen to 4 lane expressway between Taft and I-5)		\$115,000
40	SR14 Freeman Gulch Phases 1-2 (widen to 4 lane expressway at 178)		\$84,000



## San Joaquin Valley Maintenance Needs by Counties

Source: California Statewide Local Streets and Roads Needs Assessment, October 2014

### 2014 Pavement Needs

	Center Line Miles	Lane Miles	2014 Pavement Condition Index	10 Year Needs (2014 \$M)
San Joaquin	3,287.78	6,806.76	73	\$1,245
Stanislaus	2,916.30	6,031.63	55	\$2,044
Merced	2,330.00	4,954.00	58	\$1,224
Madera	1,822.44	3,680.41	47	\$1,019
Fresno	6,195.51	12,679.92	69	\$2,572
Kings	1,328.00	2,795.72	62	\$598
Tulare	3,937.17	8,132.39	68	\$1,482
Kern	5,026.42	11,648.11	64	\$2,927

### 10 Year Essential Component Needs

\*Includes Storms Drains, Curb and Gutter, Sidewalks (public), Curbramps, Traffic Signals, Street Lights, Sound Walls/ Retaining Walls, Traffic Signs, Other Elements, & ADA Compliance Needs

	10 YR Needs (\$M)
San Joaquin	\$728
Stanislaus	\$479
Merced	\$127
Madera	\$109
Fresno	\$244
Kings	\$115
Tulare	\$301
Kern	\$561

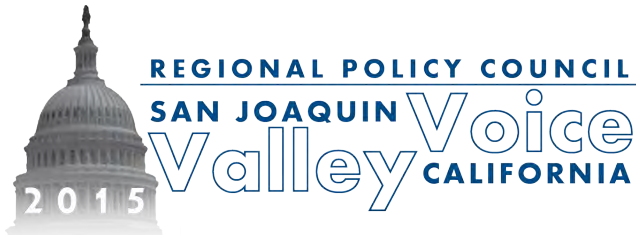
### Bridge Needs by County in the San Joaquin Valley

Source: California Statewide Local Streets and Roads Needs Assessment, January 2013

\* Bridges owned by local agencies such as Counties and Cities.

	Number of Bridges	Average Sufficiency Rating, SR	Structures with SR < 80	Structures with SR < 50	Total Bridge Need (\$ million)
<b>San Joaquin</b>	323	85	78	14	\$75
<b>Stanislaus</b>	247	78	116	14	\$81
<b>Merced</b>	287	80	109	19	\$27
<b>Madera</b>	155	84	30	16	\$38
<b>Fresno</b>	491	81	156	34	\$72
<b>Kings</b>	99	89	22	1	\$4
<b>Tulare</b>	396	83	133	9	\$29
<b>Kern</b>	258	87	57	4	\$19

<b>Total for SJV</b>	<b>2256</b>				<b>\$345</b>
<b>Total for CA</b>	<b>11,863</b>				<b>\$4,300</b>
<b>SJV % of State Need Total</b>	<b>19%</b>				<b>8%</b>



## 2015 San Joaquin Valley Voice Participant Contact List

### **SAN JOAQUIN COUNCIL OF GOVERNMENTS**

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*continued on next page...*

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