



— 2026 —
VALLEY VOICE DC



**FEDERAL PLATFORM
2026**



About California's San Joaquin Valley

The San Joaquin Valley, a vibrant expanse in California, is home to approximately 4.4 million residents, representing 11% of the State's total population. This diverse region encompasses eight counties—San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern—and features 62 cities, each contributing to its unique character. Spanning an impressive area of 27,383 square miles, the valley stretches from the majestic Sierra Nevada Mountain range to the east, which provides a stunning backdrop, to the picturesque Tehachapi Mountains in the south. To the west, the coastal ranges create a dramatic contrast, while the lush Sacramento Valley lies to the north. This rich geographical tapestry is not only vital to California's agriculture but also an integral part of the State's cultural and economic landscape.



The San Joaquin Valley boasts a thriving agricultural economy that is crucial to the United States, supplying approximately 25% of the nation's food. This fertile region is not only vital for crop production but also plays a significant role in the burgeoning transportation, logistics, and advanced manufacturing sectors, creating a dynamic economic network. As the population continues to grow and the economy expands, there is an urgent need for substantial public investment aimed at modernizing infrastructure, fostering new opportunities, and tackling pressing challenges such as air quality. Spanning eight counties, the region features nearly 160 census tracts identified as Opportunity Zones, offering ripe prospects for both public and private investment initiatives aimed at fostering economic development and revitalization.

San Joaquin Regional Policy Council and Valley Voice

The San Joaquin Valley Regional Policy Council (Policy Council) was established as a cooperative platform designed to foster collaboration among regional transportation planning agencies. This Council is dedicated to addressing critical regional issues that impact the communities within the valley. The Policy Council comprises diverse representatives from various agencies, including the Fresno Council of Governments, which focuses on Central Valley urban planning; the Kern Council of Governments, which addresses transportation and environmental needs; the Kings County Association of Governments, responsible for intergovernmental collaboration; the Madera County Transportation Commission, overseeing local transportation initiatives; the Merced County Association of Governments, which prioritizes sustainable development; the San Joaquin Council of Governments, aiming to enhance regional transportation; the Stanislaus Council of Governments, working on integrated policy solutions; the Tulare County Association of Governments, focusing on regional growth challenges; the San Joaquin Joint Powers Authority, promoting cooperative transit projects; and the San Joaquin Valley Air Pollution Control District, dedicated to improving air quality. Together, these organizations strive for comprehensive planning and innovation to effectively respond to the transportation and environmental challenges facing the San Joaquin Valley.

"Valley Voice" serves as the dedicated advocacy program of the Policy Council, focusing on articulating the San Joaquin Valley's regional priorities to key intergovernmental partners at both the federal and state levels. This initiative comprises a diverse coalition of elected officials and dedicated staff from the Council of Governments (COGs), who travel annually to the halls of power in Sacramento and Washington, D.C. During these essential visits, they engage with federal and state legislators, presenting pressing issues that impact the San Joaquin Valley community. The efforts are spearheaded by Merced County Supervisor Daron McDaniel, who serves as Chair of the Policy Council, guiding the team in effectively voicing the region's concerns and aspirations to ensure they are addressed in the policymaking arenas.



Daron McDaniel

Table of Contents

Our Policy Priorities: Principles for the Surface Transportation Reauthorization.....	1
Enhancing the Administration’s Deregulatory Agenda	3
Further Streamling NEPA.....	3
Advancing Clean Air Priorities Through Federal Partnerships	3
Our Regional Projects.....	4
Highways.....	4
Local Infrastructure.....	5
Rail.....	6
Transit	8
Figure 1 – Major Regional Project Funding Requests.....	9
Securing FY 2027 Appropriations for Regional Projects.....	10
<i>Community Project Funding:</i>	
Table 1 – CPF Transportation, Housing and Urban Development, and Related Agencies.....	10
Table 2 – CPF Interior, Environment, and Related Agencies	14
<i>Congressionally Directed Spending:</i>	
Table 3 – CDS Transportation, Housing and Urban Development, and Related Agencies	15
Table 4 – CDS Interior, Environment, and Related Agencies.....	17
2026 Valley Voice DC Delegation	18

Our Policy Priorities: Principles for the Surface Transportation Reauthorization

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

The Policy Council is thankful for policy provisions in the House legislation that would serve to enhance rural and agricultural goods movement. We are particularly supportive of the bill's inclusion of provisions adapted from the Farm-to-Market Road Improvement Act, which was introduced by Representative David Valadao with bipartisan co-sponsorship from Representatives Vince Fong and Jim Costa and later endorsed by Representatives Adam Gray and Josh Harder. The Surface Transportation Accelerator Grant (STAG) Program would be newly authorized by the BUILD America 250 Act (BA250). It would set aside funds for projects that prioritize agricultural goods movement in rural areas. Direct eligibility for regional transportation planning organizations and local governments under the STAG Program would help channel these resources to the entities that best understand our residents' needs, and the provision would be expanded to better emphasize its significance. Our Valley agencies have spent more than a decade advocating for these types of federal resources, and we urge lawmakers to preserve this important provision from BA250 in any forthcoming reauthorization agreement to ensure federal investment in counties like ours with substantial agricultural production.

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

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

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

The Policy Council endorses the BA250 Act's inclusion of guaranteed funding to address the immense demand for federal bridge programs that remain oversubscribed year after year. A set-aside within the proposed Grants for

Rebuilding America's Vital Engineering Structures Program would allow states to run competitive processes to fund locally owned bridge projects.

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



Photo provided by Madera County Transportation Commission

Enhancing the Administration's Deregulatory Agenda

Further Streamlining NEPA

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

Advancing Clean Air Priorities Through Federal Partnership

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

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

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

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



Photo provided by Fresno Council of Governments



Photo provided by Kern Council of Governments

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

Highways

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

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

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

- ✓ The **Stanislaus Council of Governments (StanCOG)** is seeking \$115 million through the U.S. Department of Transportation (DOT) Fiscal Year (FY) 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA) program in support of the **State Route (SR) 132/99 Interchange Project**. The project proposes to construct a new direct freeway-to-freeway connection between SR 99 and SR 132 in the City of Modesto. It serves to eliminate a major freight bottleneck along one of California's most important agricultural goods movement corridors. Upon completion, the project will improve the safety, efficiency, and reliability of freight and passenger travel by eliminating indirect routing, reducing congestion, and restoring uninterrupted regional and interregional connectivity.

- ✓ The **San Joaquin Council of Governments (SJCOG)** is seeking \$91.3 million through the INFRA program in support of the **SR99/120 Interchange Improvement Project Phase 1B**. The project will implement a series of improvements to address congestion, freight bottlenecks, operational deficiencies, and safety issues at the interchange of State Route 99 and State Route 120, one of California's most important freight gateways. Once completed, the interchange will reduce fatalities and serious injuries and improve goods movement on a critical corridor within the National Highway System, National Highway Freight Network, Strategic Highway Network, and Primary Highway Freight System.

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

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

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

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

Local Infrastructure

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

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

- ✓ The **City of Chowchilla** is seeking \$12.5 million for the **State Route 99/233 Multimodal Interchange Improvement Project**.



Photo provided by Tulare County Association of Governments

The project will construct two multi-lane roundabouts at the SR 99 northbound and southbound on-ramp and off-ramp terminals to lower vehicle speeds and reduce conflict points. To further improve pedestrian and bicyclist safety, the roundabouts will include enhanced lighting, improved crosswalk visibility, and median crossing islands. The project will also include wider edge lines and enhanced Intelligent Transportation Systems elements. These components work together to enhance safety, accessibility, and connectivity in a central part of the City's roadway network.

- ✓ The **City of Delano** is seeking \$280,000 in federal funding through the SS4A Grant Program for the **Delano Comprehensive Safety Action Plan**. Funding will support developing a comprehensive safety action plan to help the City reach its adopted "Toward Zero Deaths" vision. The Plan will establish a data-driven framework to identify safety challenges, prioritize improvements, and reduce fatal and serious injury crashes for all roadway users.



Photo provided by San Joaquin Council of Governments

Rail

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

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

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

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

- ✓ The **City of Madera** is seeking \$2.4 million through the FY 2025-2026 Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program to advance the **Olive Avenue Rail Crossing Safety Enhancement Project**. The Olive Avenue crossing is an important part of the local transportation network and connects residents, businesses, schools, parks, and community destinations. The proposed improvements will enhance safety for motorists, pedestrians, and bicyclists while improving the overall operation of the transportation corridor.
- ✓ **Merced County** is seeking \$56 million through the FRA FY 2025-2026 RCE Program to complete the **Atwater-Merced Railroad Crossing Separation Project**. The requested grant would leverage \$73 million of nonfederal funds to undertake a crossing closure and construct a grade separation on the corridor that supports freight movement along the BNSF Railway and intercity passenger rail (Amtrak Gold Runner). This is a critical component of the Atwater-Merced Expressway (AME), which, when completed, will connect State Route (SR) 99 to Santa



Photo provided by Merced County Association of Governments

Fe Drive, providing direct access to intermodal freight operations at the nearby 1,912-acre Castle Commerce Center, with air, ground, and rail connections. Several accidents have occurred at the current crossing, including one resulting in multiple fatalities.

- ✓ **Kern Council of Governments (KernCOG)** is seeking \$135.8 million through the FRA FY 2025-2026 RCE Program to support the **Cherry Avenue, Kratzmeyer Road, and Renfro Road Grade Separations Project**. KernCOG seeks to grade separate three at-grade crossings that experience safety incidents and vehicle delays by constructing three overpasses that will carry Cherry Avenue, Kratzmeyer Road, and Renfro Road over the rail corridor and Santa Fe Way. When implemented and operational, the new facility will improve the safety and reliability of passenger and freight rail operations and deliver more efficient, reliable vehicle travel. Amtrak operates its Gold Runner intercity passenger rail service route through these crossings on the BNSF rail corridor through the Valley. KernCOG intended to provide \$34 million worth of nonfederal match toward the \$169.8 million total project scope. Kern County was just selected to receive an FRA FSP grant of nearly \$43 million to complete the Cherry Avenue component of this larger project. KernCOG is grateful for that federal investment and hopes to complete the broader scope of countywide grade separations with the additional requested investment of \$92.4 million scaled back toward the remaining \$116 million total project scope, reflecting the recent FSP award. KernCOG would provide \$23.5 million of nonfederal funding toward that scaled ask.
- ✓ The **City of Hanford** is seeking \$3.2 million through the FY 2025-2026 Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program. The requested federal funding would be used to support the Final Design Phase of the **Grangeville Boulevard at BN&SF Railway Grade Separation Project**. Once delivered, the project will alleviate congestion, improve emergency response times, boost economic and social mobility, and enhance safety across arterial streets. The current at-grade crossing between the BNSF tracks bifurcates the city, delaying crosstown traffic along east-west roadways. The city will provide \$800,000 worth of nonfederal match toward the next phase of final design.

Transit

FTA FY 2026 Grants for Buses and Bus Facilities Program (Bus Program) and Low or No Emission Grant Program (Low-No Program)

- ✓ The **Kings County Association of Governments (KCAG)** supports a grant application submitted by the Kings County Area Public Transit Agency (KCAPTA) seeking \$20 million through the **FY 2026 Low-No and Buses and Bus Facilities Program**. The requested federal grant would be used to replace an aging maintenance facility, which is 54 years old and no longer meets operational, safety, or regulatory requirements for maintaining today's fleet. Structural deterioration, insufficient maintenance capacity, inadequate electrical systems, and limited high-voltage safety infrastructure create significant risks to daily operations. The proposed replacement facility will directly address these deficiencies, improve system reliability, reduce service disruptions, and enhance mobility for riders. It will also support regional initiatives expanding multimodal connectivity to Amtrak's Hanford Station, and improve access to jobs, education, healthcare, and other essential services. KCAPTA will provide \$5 million of matching funds.

► *Each of the projects discussed above are shown on the map in Figure 1.*

Figure 1

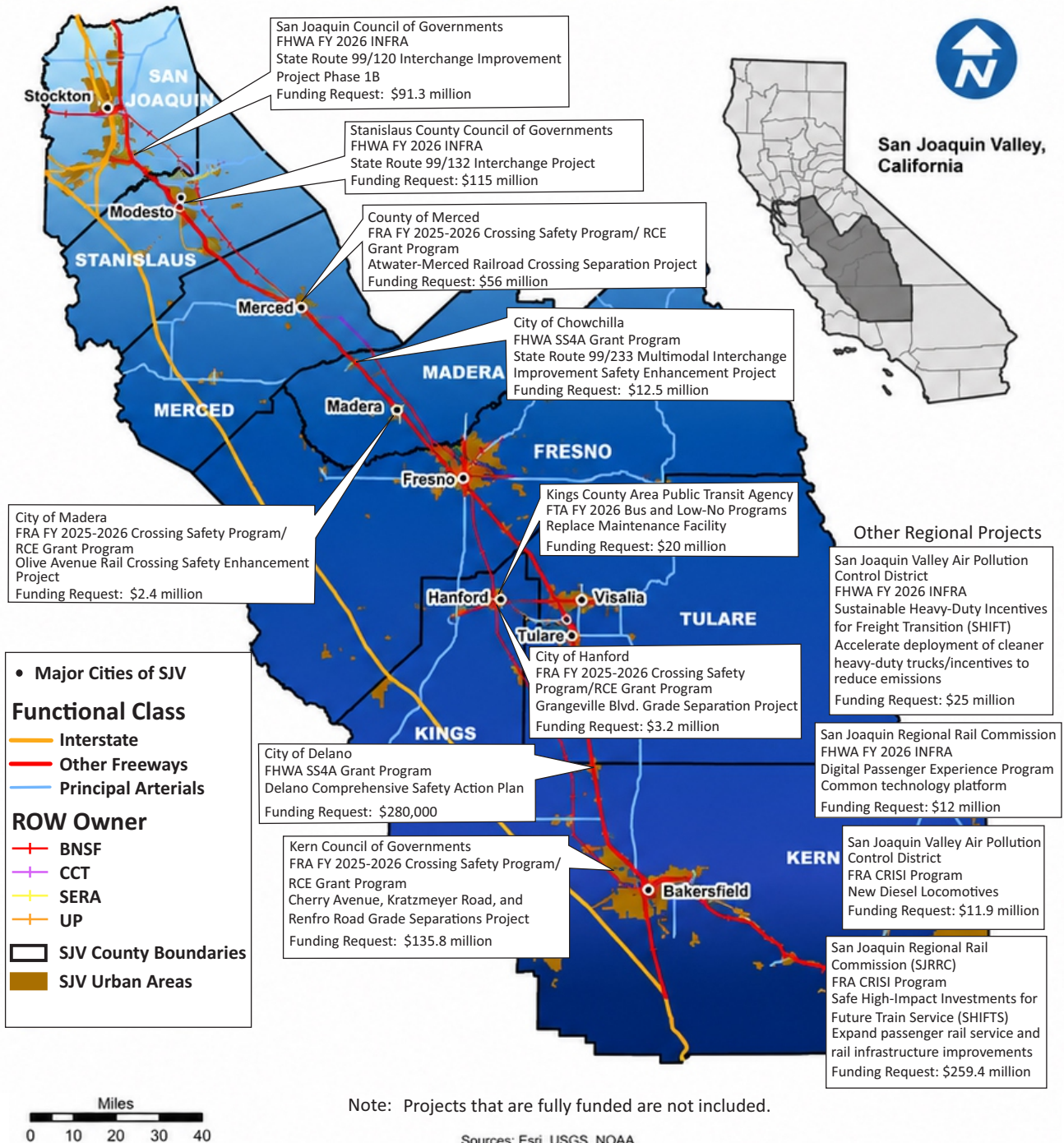




Photo provided by San Joaquin Valley Air Pollution Control District

Securing FY 2027 Appropriations for Regional Projects

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

Community Project Funding

Table 1 - CPF Transportation, Housing and Urban Development, and Related Agencies

Recipient	Project	Funding Level	Requesting Member	Account
CA	Highway 152 Pacheco Boulevard Regional Multi-Use Path Project	\$850,000	Gray	Highway Infrastructure Programs
CA	Interstate 5/Sperry Avenue Interchange Phase I	\$850,000	Gray	Highway Infrastructure Programs
CA	Corral Hollow Bridge Replacement Project	\$500,000	Gray	Highway Infrastructure Programs

continued on next page

continued from previous page

Recipient	Project	Funding Level	Requesting Member	Account
CA	State Route 99 / State Route 120 Phase 1B Right of Way Project	\$250,000	Harder	Highway Infrastructure Programs
CA	California City Boulevard Extension Project	\$3,000,000	Obernolte	Highway Infrastructure Programs
CA	City of Fowler Tuolumne Street Underpass Project	\$500,000	Costa	Highway Infrastructure Programs
CA	County of Tulare – Traver Community Corridor Improvement Project	\$500,000	Costa	Highway Infrastructure Programs
CA	Bethel Ave Road Widening Project	\$250,000	Costa	Highway Infrastructure Programs
CA	Avenue 56 Farm to Market Corridor Completion Project	\$3,212,000	Valadao	Highway Infrastructure Programs
CA	Monitor Street Corridor Safe Route to Schools Phase II Project	\$5,000,000	Valadao	Highway Infrastructure Programs
CA	North Shafter Street Improvement Phase I Project	\$1,000,000	Valadao	Highway Infrastructure Programs
CA	Panama Road Rehabilitation Project	\$4,900,000	Valadao	Highway Infrastructure Programs
CA	TRIP Hageman Flyover Project	\$1,000,000	Fong	Highway Infrastructure Programs
City of Porterville	Airfield Electrical Improvements and Runway Rehabilitation Design, Porterville Municipal Airport (PTV)	\$750,000	Fong	Grants-in-Aid for Airports
City of Tehachapi	Southwest Diagonal Taxiway Project Phase II Construction, Tehachapi Municipal Airport (TSP)	\$850,000	Fong	Grants-in-Aid for Airports
City of Fresno	Runway 11L-29R Reconstruction FAT	\$1,800,000	Costa	Grants-in-Aid for Airports
City of Parlier	Manning Avenue HAWK Pedestrian Crossing	\$250,000	Costa	Economic Development Initiatives
County of Fresno	Easton Complete Streets	\$850,000	Costa	Economic Development Initiatives
County of Fresno	Community HUB Roof Replacement and Exterior Rehabilitation	\$401,000	Costa	Economic Development Initiatives

continued on next page

continued from previous page

Recipient	Project	Funding Level	Requesting Member	Account
County of Fresno	Poverello House Campus Extension	\$850,000	Costa	Economic Development Initiatives
County of Fresno	Zimmerman Community Center Safety Infrastructure Improvements	\$250,000	Costa	Economic Development Initiatives
Fresno County Fire Protection District	Mid Valley Regional Fire Training Center Critical Infrastructure Modernization	\$850,000	Costa	Economic Development Initiatives
State Center Community College District	FCC West Fresno Center Campus – Full Service Student Run Credit Union	\$1,000,000	Costa	Economic Development Initiatives
California State University, Fresno	Fresno State – Empowering Californian Agriculture with Autonomous Weeding Technologies	\$250,000	Costa	Economic Development Initiatives
City of Reedley	Community Center Backup Generator Project	\$310,100	Costa	Economic Development Initiatives
City of Visalia	TCOE Doe Complex Employment Resources Center Project	\$850,000	Costa	Economic Development Initiatives
County of Merced	Merced Veterans Memorial Building Repairs and Improvements	\$1,100,000	Gray	Economic Development Initiatives
County of Merced	Santa Nella Park	\$850,000	Gray	Economic Development Initiatives
City of Merced	Bear Creek Multiuse Path Rehabilitation and Safety Improvements Project – Phase II	\$2,250,000	Gray	Economic Development Initiatives
City of Merced	Community Facility Renovation	\$250,000	Gray	Economic Development Initiatives
City of Madera	City of Madera Sunset Avenue Storm Drainage Project	\$250,000	Gray	Economic Development Initiatives
City of Madera	City of Madera School Traffic Safety Improvements	\$250,000	Gray	Economic Development Initiatives
University of California, Merced	UC Merced Experimental Smart Farm – Phase I	\$1,000,000	Gray	Economic Development Initiatives
City of Firebaugh	Firebaugh Multi-Benefit Flood Management Project	\$850,000	Gray	Economic Development Initiatives
San Joaquin River Exchange Contractors Water Authority	Del Puerto Canyon Road	\$250,000	Gray	Economic Development Initiatives

continued on next page

continued from previous page

Recipient	Project	Funding Level	Requesting Member	Account
City of Mendota	Mendota Airport Park Project	\$500,000	Gray	Economic Development Initiatives
City of Newman	Newman Downtown Mixed-Use Project – Phase 1	\$500,000	Gray	Economic Development Initiatives
Arvin-Edison Water Storage District	Arvin-Edison Water District DiGiorgio Unit Pipeline Project	\$5,000,000	Valadao	Economic Development Initiatives
City of McFarland	McFarland Severe Flooding Prevention Project – Phase 1	\$4,348,000	Valadao	Economic Development Initiatives
City of Arvin	Arvin Meyer Street Rehabilitation Project	\$3,000,000	Valadao	Economic Development Initiatives
City of Delano	Delano Water Plant No. 2 Blending Tank Project	\$1,000,000	Valadao	Economic Development Initiatives
County of Kings	Kings Community Action Centralized Kitchen Project	\$1,000,000	Valadao	Economic Development Initiatives
County of San Joaquin	San Joaquin County BeWell Tiny Homes	\$850,000	Harder	Economic Development Initiatives
City of Stockton	Stockton Fire Department Regional Fire Training Center Expansion Project	\$250,000	Harder	Economic Development Initiatives
City of Manteca, California	City of Manteca Daniels Street Community Center Project	\$850,000	Harder	Economic Development Initiatives
City of Tracy	Tracy Animal Shelter Enhancements Project	\$500,000	Harder	Economic Development Initiatives
California State University, Stanislaus	California State University, Stanislaus Stockton Campus - STEM Science Laboratory Expansion and Innovation Center Phase III Project	\$1,250,000	Harder	Economic Development Initiatives
San Joaquin Delta Community College District	Delta College Manteca Bio Economy Training Hub	\$1,000,000	Harder	Economic Development Initiatives
West Side Recreation and Park District	West Kern Community Workforce & Recreation Infrastructure Expansion	\$500,000	Fong	Economic Development Initiatives
Mojave Air and Space Port	ACCEL Center – Aerospace Workforce Training and Small Business Support Center	\$2,500,000	Fong	Economic Development Initiatives

Table 2 - CPF Interior, Environment, and Related Agencies

Recipient	Project	Funding Level	Requesting Member	Account
City of Dinuba	Advanced Water Metering	\$746,868	Costa	STAG-Drinking Water State Revolving Fund
City of Woodlake	Water Supply Resiliency Project	\$746,868	Costa	STAG-Drinking Water State Revolving Fund
Firebaugh Canal Water District	Brackish Water Recovery Project	\$746,868	Gray	STAG-Drinking Water State Revolving Fund
City of Patterson	Del Puerto Creek Recharge and Recovery Project	\$746,868	Gray	STAG-Clean Water State Revolving Fund
County of Kings	New Well Project, Phase II	\$3,000,000	Valadao	STAG-Drinking Water State Revolving Fund
City of Lindsay	New Water Well Project	\$1,500,000	Valadao	STAG-Drinking Water State Revolving Fund
City of Hanford	Water Transmission Project	\$2,500,000	Valadao	STAG-Drinking Water State Revolving Fund
Okieville Highland Acres Mutual Water Company	Water Supply Project	\$1,500,000	Valadao	STAG-Drinking Water State Revolving Fund
City of California City	Water Line Replacement Project	\$1,500,000	Obernolte	STAG-Drinking Water State Revolving Fund
City of Lemoore	New Well Project	\$1,100,000	Fong	STAG-Drinking Water State Revolving Fund
Kern County Water Agency	Drinking Water Laboratory Project	\$850,000	Fong	STAG-Drinking Water State Revolving Fund
City of Tulare	Sewer System Improvements	\$850,000	Fong	STAG-Clean Water State Revolving Fund
Tejon Indian Tribe	Water Systems Feasibility Study	\$700,000	Fong	STAG-Clean Water State Revolving Fund



Photo provided by Stanislaus Council of Governments

Congressionally Directed Spending

Table 3 - CDS Transportation, Housing and Urban Development, and Related Agencies

Recipient	Project	Funding Level	Requesting Member
Merced County Association of Governments	Funding will be used to construct a multi-use path.	\$2,296,000	Schiff
San Joaquin Valley Air Pollution Control District	Funding will be used to purchase and replace switcher locomotives.	\$2,000,000	Schiff
San Joaquin Valley Air Pollution Control District	Replacement of aging switcher locomotives.	\$2,000,000	Padilla

continued on next page

continued from previous page

Recipient	Project	Funding Level	Requesting Member
Madera County	Funding will be used to support the construction of a modern roundabout.	\$5,000,000	Schiff
City of Ceres	Funding will be used to renovate the American Legion Hall into a resiliency and veteran center.	\$2,454,000	Schiff
City of Coalinga	Funding will be used to support the rehabilitation of Coalinga Airport's main runway.	\$1,350,000	Schiff
San Joaquin County Behavioral Health Services	Funding will be used to reduce homelessness and improve access to resources.	\$1,311,000	Schiff
City of Fresno	Funding will be used for the reconstruction of a runway at Fresno Airport.	\$7,000,000	Schiff
County of Kern	Funding will be used to support construction of a boulevard extension project.	\$4,000,000	Schiff
City of Lemoore	Funding will be used to rehabilitate the City's recreation center.	\$2,800,000	Schiff
City of Modesto	Funding will be used to increase affordable housing stock.	\$3,000,000	Schiff
City of Modesto	Funding will be used to purchase a courthouse to redevelop the site for community use.	\$2,800,000	Schiff
Stanislaus Regional Housing Authority	Funding will be used to develop affordable housing units.	\$587,000	Schiff
City of Dinuba	Construction of pedestrian safety improvements around Dinuba Middle School.	\$2,400,000	Padilla
Stockton Fire Regional Training Center	Construction of a permanent fire support facility.	\$2,000,000	Padilla
Housing Authority of Fresno County	To develop an affordable housing property.	\$1,000,000	Padilla
Boys & Girls Clubs of Fresno County	To support infrastructure renovation at the property.	\$785,000	Padilla
California Department of Transportation	Improvements to the Corral Hollow Road bridge.	\$2,000,000	Padilla
Stanislaus Regional Transit Authority	Construction of a new operations and maintenance facility.	\$1,000,000	Padilla

Table 4 - CDS Interior, Environment, and Related Agencies

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

2026 Valley Voice DC Delegation

Merced County Association of Governments

RPC Chair Daron McDaniel
Supervisor, County of Merced

Matthew Serratto
Mayor, City of Merced

Nav Bagri
Deputy Executive Director

Stanislaus Council of Governments

RPC Vice Chair Vito Chiesa
Supervisor, County of Stanislaus

Rosa Escutia-Braaton
Councilmember, City of Modesto

Amber Collins
Executive Director

Karen Dunger
Chief of Staff

San Joaquin Council of Governments

Ryan Niblock
Deputy Director, Programming & Project Delivery

Madera County Transportation Commission

Robert Poythress
Supervisor, County of Madera

Jose Rodriguez
Councilmember, City of Madera

Patricia Taylor
Executive Director

Fresno Council of Governments

Gary Yep
Councilman, City of Kerman

Alma Beltran
Mayor, City of Parlier

Robert Phipps
Executive Director

Kings County Association of Governments

Doug Verboon
Supervisor, County of Kings

Patricia Matthews
Mayor, City of Lemoore

Terri King
Executive Director

Tulare County Association of Governments

Dennis Townsend
Supervisor, County of Tulare

Rudy Mendoza
Mayor, City of Woodlake

Ted Smalley
Executive Director



Photo provided by Kings County Association of Governments

Kern Council of Governments

Jay Schlosser
Executive Director

Stephan Sanchez
Deputy Director, Administration

San Joaquin Valley Air Pollution Control District

Samir Sheikh
Executive Director

Mark Montelongo
Program Manager, Policy and Government Affairs

San Joaquin Joint Powers Authority

Chris Orlando
Chief Executive Officer

Ahdel Ahmed
Public Relations Manager

Other

Georgiena Vivian
President, VRPA Technologies, Inc., SJVCOG Coordinator

Jennifer Covino
President, Covino Smith & Simon, Inc.

David Gellman
Senior Advisor, Covino Smith & Simon, Inc.

Aly Hernandez
Senior Associate, Covino Smith & Simon, Inc.



Photo provided by San Joaquin Joint Powers Authority

[illegible]

[illegible]

[illegible]



— 2026 —
VALLEY VOICE DC