

**2014
Fresno COG One Voice
Regional Priorities
Summary**

“One Voice” unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek federal and state funds annually for projects of regional significance. All projects chosen shall contribute significantly to an improved quality of life throughout Fresno County.



2014 Washington D.C. Fresno COG One Voice Delegates

Amarpreet Dhaliwal, Mayor, City of San Joaquin, Fresno COG Policy Board Chair

Andreas Borgeas, Fresno County Board of Supervisors, Chairman, Supervisor, District 2

Judith Case McNairy, Fresno County Board of Supervisors, Supervisor, District 4

Lynne Ashbeck, Mayor, City of Clovis

Gabriel Jimenez, Mayor, City of Orange Cove

Joshua Mitchell, Mayor, City of Sanger

Tony Pacheco, Councilmember, City of Sanger

Margaret Mims, Sheriff, County of Fresno

Anna Borgeas, Chief Operating Officer, Greater Fresno Area Chamber of Commerce

Reverend Paul McCoy, Chairman of the Board, Fresno Economic Opportunities Commission

Lydia Zabrycki, Director, Business Partnering, Quad Knopf

Jeffrey T. Roberts, Vice President, Granville Homes

Cruz Ramos, City Manager, City of San Joaquin

Brian Haddix, City Manager, City of Sanger

Tony Boren, Executive Director, Fresno Council of Governments

Mario Santoyo, Assistant General Manager, Friant Water Authority

Lacey Kiriakou, Federal Director, Governmental & Community Relations Office of the Chancellor, University of California, Merced

Paul McLain-Lugowski, Planning and Development Officer, Fresno County Economic Opportunities Commission

William McComas, Director of Business Services, Fresno County Economic Development Corporation

Brenda Veenendaal, Senior Regional Planner, Public Information Officer, Fresno Council of Governments

Melissa Garza, Senior Regional Planner, Fresno Council of Governments

One Voice History

In 2003, the Fresno Council of Governments (Fresno COG) initiated the first "One Voice" effort, seeking federal and/or state funding for projects of broad community-wide benefit within Fresno County. The One Voice goal was to assemble a public-private delegation, select prioritized projects, and then visit Congressional and Federal departmental representatives in Washington, D. C. to pursue funding and grant opportunities. The Fresno COG also makes a similar efforts at the State level.

Originally, Fresno COG looked forward to the Fresno region garnering federal earmarked funds through the One Voice efforts that it might not have received otherwise. However, in 2010 Congress issued a one year moratorium on earmark funding and has since continued to uphold that policy, thereby increasing the importance of advocating for policy and regulatory reform and the preservation of program funding crucial to projects in the Fresno County region.

Fresno COG's One Voice delegation continues to inform legislators about the region's priority needs, appealing to federal decision makers for their support during the competitive grant processes. By advocating for policy and regulatory reform we continue to find ways to eliminate unnecessary procedures so that government agencies and the business community can work together efficiently toward job creation.

2014 One Voice Washington D.C. Priorities Summary

Table of Contents

Water Policy Support.....	1
Air and Health Quality Empowerment Zone Designation	2
Community Services Block Grant (CSBG) Program Support for continued funding.....	3
Community Development Block Grant (CDBG) Support for continued funding.....	4
Continued Support for STIP funding in next Federal Transportation Reauthorization Bill	5
High Speed Rail Training Facilities	6
Consistent Policies for Focused Hiring and Workforce Development Funds	7
Future Funding for the State Criminal Alien Assistance Program (SCAAP)	8
Continuation of Payments in Lieu of Taxes Program.....	9



Water Policy Support

New water storage and recharge projects



ITEM V B

Water is currently the most critical issue being faced by the San Joaquin Valley. The San Joaquin Valley needs Federal legislation and programs that will address the immediate threat of current drought conditions as well as the lack of water supply-related projects, construction of new water storage, and recharge projects that would give priority to areas experiencing long-term groundwater overdraft. Many pressing concerns - new as well as long-standing - are affecting water supply reliability, quantity, and quality of the region's agricultural, urban, and environmental water needs.

Request Summary:

1. Endangered Species Act Reform and Emergency Drought Relief: Emergency legislation and executive actions that directs all federal agencies to provide at least minimal amounts of water to keep permanent plantings alive or nominally productive. It is necessary for the Senate to pass Senator Feinstein's proposed drought legislation encouraging Senate and House conferees to vote on a mutually-beneficial bill that would provide real immediate assistance to suffering water users in Fresno County and the San Joaquin Valley.
2. Development of Additional Surface Storage, Conveyance and Groundwater recharge: Authorize and permit near-term development and operational integration of Temperance Flat Dam and Reservoir and provide funding for necessary conveyance improvements and additional groundwater recharge and banking facilities.
3. Collaboration and cooperation with the California Legislature for a new comprehensive water infrastructure bond that will fund new surface water storage through continuing appropriations, as well as environmental and infrastructure improvements in the Delta.

CONTACT:

Judith Case McNairy
County of Fresno
Board of Supervisors
2281 Tulare St. Room 301
Fresno, CA 93721
Phone: 559-600-4000
district4@co.fresno.ca.us

Mario Santoyo
Assistant General Manager
Friant Water Authority
4969 E. McKinley Ave, Ste 201
Fresno, CA 93727
Phone: 559-562-6305
msantoyo@friantwater.org



Fresno County is a conjunctive

use area, meaning that the region relies on a combination of groundwater pumping and surface water deliveries to supply its water needs. From the west-side to the east-side agricultural districts to east-side, water demands are met by a continuum of often interdependent surface and groundwater supplies. The solution to the water issues must be a synergistic, interdependent and comprehensive approach that results in assuring an adequate and reliable water supply.

The lack of water storage and water recharge projects, combined with the loss of surface water supplies over the last decade due to environmental diversions and pumping restrictions in the Sacramento-San Joaquin Delta, and exacerbated periodic drought have put a tremendous strain on the agricultural economy and the communities it supports. The effects extend deeply into the economy and social services networks, with low income farm workers losing work and small towns losing business due to fallowed agricultural fields.

In recent past, storms and large flows of run-off from Friant Dam have demonstrated that the small storage capacity in Millerton Lake limits local ability to contain and control floodwaters. Additional storage, like the proposed Temperance Flat Water Storage Facility, would convert excess floodwater supplies into valuable water storage for beneficial uses when needed. Additional supplies would also help achieve restoration of the San Joaquin River from Friant Dam to the Merced River.

Water deliveries to west-side farmers through the Sacramento-San Joaquin Delta were reduced to 10% in the 2009 water year, the lowest on record, surpassing the 25% allocation of 1977, the driest year on record. In January 2014, the State Department of Water Resources announced that except for a small amount of carryover water from 2013, customers of the State Water Project will get no deliveries in 2014, if current dry conditions persist. As drought, Delta pumping restrictions, and inadequate storage and conveyance facilities limit surface water availability, increased pumping pressures are placed on groundwater supplies, risking the long-term reliability and quality of these crucial water sources, especially in light of current groundwater overdraft conditions.

We need the support and partnership of State and Federal legislators, and water management and infrastructure agencies as we work through the complex issues surrounding water supply, reliability, and quality issues.

Air and Health Quality Empowerment Zone Designation

Request Summary:

Support of an Air and Health Quality Empowerment Zone Designation to provide new incentive funding for non-attainment areas like the San Joaquin Valley.

Support reintroduction and enactment of H.R. 6378 - Air and Health Quality Empowerment Zone Designation Act of 2012 in the 113th Congress - Allowing the Administrator of the Environmental Protection Agency (EPA) to designate an area as an air and health quality empowerment zone if the air pollution control district or other local governmental entity (area entity) authorized to regulate air quality for the area nominates the area for such designation, including by submitting a strategic plan designed to address air quality challenges, achieve attainment of air quality standards, and improve the health of the population in the area.

CONTACT:

Judith Case McNairy
County of Fresno
Board of Supervisors
2281 Tulare St. Room 301
559-600-4000
district4@co.fresno.ca.us

County of Fresno
Department of Public Works and Planning
2220 Tulare Street, Suite 600,
Fresno, CA 93721
Bernard Jimenez (PW&P)
Phone: (559) 600-4234
bjimenez@co.fresno.ca.us



ITEM V B
The San Joaquin Valley continues to experience some of the worst air quality in the nation, especially ozone and PM 2.5, due to unique economic, topographic and meteorological conditions. Senator Barbara Boxer introduced legislation in 2008 and 2010, and Congressman Jim Costa and Jerry McNerney introduced legislation (H.R. 6378) in 2012, to designate air quality empowerment zones in the San Joaquin Valley to address health and economic development impacts of non-attainment of federally mandated air quality standards. The Air and Health Quality Empowerment Zone Designation Act of 2012 (H.R. 6378, 112th Congress), would have authorized up to \$20 million annually in grant funding incentives for non-attainment areas like the San Joaquin Valley.

The San Joaquin Valley Air Pollution Control District is seeking the establishment of a new designation as an Air Quality Enterprise/Empowerment Zone at the state and federal level. The new designation would recognize that the Valley has a unique air quality and economic situation that calls for additional state and federal resources to effectively meet the challenges that we face. Given the Valley's climate and economic situation, it is abundantly clear

that aggressive regulatory measures alone will not yield the needed reductions to attain the federal air quality standards. One primary reason for this is that new tail-pipe standards for on-road and off-road engines will not produce any reduction in emissions until old engines are replaced with new cleaner engines. Without incentive grants, the full benefit of the new engine standards will not be realized for decades. Additionally, incentive grants can allow for adoption of cleaner technologies that may otherwise be unaffordable, and industrial equipment at stationary sources could be replaced with newer and cleaner equipment.

New Incentive Funding – State and local funds available for incentive-based programs in the San Joaquin Valley are approximately \$40 million per year. The primary sources for these funds are the expected revenues from the District's Indirect Source Review rule, voluntary development mitigation agreements, local DMV surcharge fees, and the state's Carl Moyer program. However, significant new funding will be required to procure the necessary reductions, the District is seeking \$200 million per year for a period of ten years to accelerate the introduction of new cleaner technologies. At current funding levels, only 20% of the desired \$200 million needed to implement new technologies can be expected, so the remaining 80% will have to come from other state, federal, and local regulatory measures.

Tax Incentives Plant/Fleet Modernization – To attain the federal standards for ozone and PM2.5, the District, ARB, and EPA have identified opportunities for emissions reductions beyond existing and new regulations. The regulations identified to date are not sufficient to bring the Valley into attainment in a timely manner. In order to attain the standard it will be necessary to go beyond regulation and replace existing industrial and mobile source equipment with cleaner equipment prior to the end of its useful life. The District supports the creation of tax incentives in order to obtain cost-effective emissions reductions by encouraging the early retirement of this equipment.

Community Services Block Grant (CSBG) Program



ITEM V.B

The Community Services Block Grant Program provides LOCAL discretion over the use of block grant funding to mitigate the impacts of LOCAL conditions such as the current drought in California. County leaders are most grateful to our federal representatives for continuing to preserve the Community Services Block Grant (CSBG) program. The CSBG program is particularly vital to Fresno County because of its flexible, locally-controlled, funding characteristic that provides the ability to address critical, social and economic issues. The CSBG formula determines each jurisdiction's funding based on its population at or below poverty level. The Fresno Economic Opportunities Commission (Fresno EOC) is the county's designated CSBG program administrator.

Request Summary:

The CSBG program alone will not be sufficient to mitigate the unfathomable impacts of the San Joaquin Valley's extended drought, we ask for Federal intervention immediately. Drought levels are in uncharted territory, as is the crippling devastation it has caused. Our region is asking for emergency food supplies for families in need, energy assistance to help with the hot summer heat energy demands. Short term employment training for displaced workers and an increased volume of business loan funds to help low-income entrepreneurs launch their own businesses as agricultural opportunities become limited.

We also ask for reauthorization of the Community Economic Opportunities Act (H.R. 3854) which expired in 2003. Its reauthorization was introduced in January, 2014 by bipartisan leadership including Representatives Fitzpatrick, McCollum, and Costa and is important to Fresno County where unabated poverty calls for the leveraging of innovative programs that will provide the skills and ability for residents to become self-sufficient.

CONTACT:

Brian Angus
Chief Executive Officer
Fresno Economic
Opportunities Commission
1920 Mariposa Mall, Suite 300
Fresno, CA 93721
(559) 263-1010
Brian.angus@fresnoeoc.org



Federal intervention is needed to mitigate the unfathomable impacts of the San Joaquin Valley's extended drought. Emergency food supplies for families impacted by drought-related job losses and increased energy assistance will be needed as the heat of the summer approaches and families are unable to meet their energy obligations. Fresno EOC can provide some help through weatherization crews that seal the envelop of homes to improve energy efficiency. Additionally, short term employment training for displaced workers will be needed as unemployment in several of the county's rural communities has persistently run as high as 40%; and, we expect it to go beyond that level as many farmers will elect not to put crops into production. Water conservation education and strategies need to be fully implemented. Fresno EOC can assist in replacing wasteful toilets, shower heads, and laundry machines with more efficient alternatives, as well as repair irrigation systems and equip them with timers to reduce usage. They are also educating and promoting the use of drought tolerant plants, and continuing to outreach to eligible individuals and families for enrollment in temporary assistance programs like WIC or SNAP. Fresno EOC's Transit system has the capacity to provide transportation to rural residents for training, basic needs, and appointments.

The Community Economic Opportunities Act (H.R. 3854) expired in 2003. Its reauthorization was introduced January, 2014 by bipartisan leadership including Representatives Fitzpatrick, McCollum, and Costa authorizing CSBG expenditures. The Act is particularly important to Fresno County where unabated poverty calls for the leveraging of innovative programs that provide skills for residents to become self-sufficient. Historically, the Act ushered in a host of local services provided by Fresno EOC, from early childhood development to youth employment training programs, WIC, health services, two charter schools, fuel assistance, weatherization, shelter and transitional housing for the homeless, and enterprise operations such as a commercial kitchen and transit systems. Also birthed with CSBG funds were more recent signature programs such as a Local Conservation Corps, Community Development Financial Institution (CDFI), an anti-human trafficking initiative, and a nationally-recognized Fatherhood program (Proving our Parenting Skills – POPS). While CSBG funds are critically important to the work of poverty-fighting agencies such as Fresno EOC, they make up less than 2% of its annual budget, leveraged many times over to generate these highly effective, model programs.

The hallmark of CSBG is its flexibility and adaptability to meet local needs at the discretion of locally appointed and elected local boards. Communities are best served when their constituents are fully invested in the process of self-determination. Fresno EOC served 60,027 families (120,091 individuals) through its range of programs, during 2013.

Community Development Block Grant (CDBG) Program

Support for continued program funding

Request Summary:

Support increased funding of the Community Development Block Grant (CDBG) Program. CDBG funds are used effectively and discretionally by local government to address the unmet needs of low- and moderate-income families and their neighborhoods, resulting in significant positive impacts on local economies.

CONTACT:

Judith Case McNairy
County of Fresno
Board of Supervisors
2281 Tulare St. Room 301
559-600-4000
district4@co.fresno.ca.us

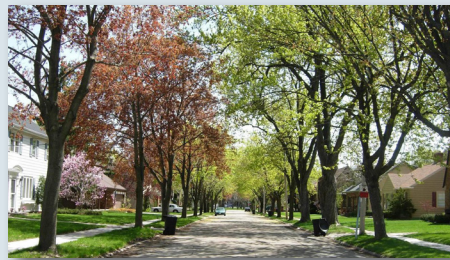
County of Fresno
Department of Public Works and Planning
2220 Tulare Street, Suite 600,
Fresno, CA 93721
Bernard Jimenez (PW&P)
Phone: (559) 600-4234
bjjimenez@co.fresno.ca.us



ITEM V B

Community Development Block Grant (CDBG) funding has been used in Fresno County since the inception of the CDBG program in 1975. All 15 cities as well as the unincorporated areas of Fresno County have benefited from this program. Recipients such as Fresno County have given priority to responsible activities that are awarded and/or constructed quickly to have an immediate positive impact on those in need. Local governments in Fresno County, the same as in the State and other locales around the nation, have a backlog of such critical projects that are implemented efficiently and effectively and can positively impact the local economy for years

to come. The CDBG program suffered a massive 17% cut in Fiscal Year 2011, and the program is at its lowest funding level since 1992. Such a cut has had devastating impacts at the local level which include staff



layoffs, reduction in services, cancellation of much needed infrastructure and economic development projects, and activities that provide safe and affordable housing. CDBG is needed more than ever to help our low- and moderate-income communities.

The CDBG Coalition (supporter groups) achieved a significant victory in Fiscal Year 2014 with the bipartisan approval of the Omnibus bill enacted in January 2014, which funds the Community Development Block Grant program at slightly more than \$3 billion, approximately \$82 million above the fiscal 2013 enacted level. Fresno COG advocates for increased funding for CDBG in Fiscal Year 2015.

Between 2007 and 2011 CDBG provided assistance to help over 174,000 businesses nationally expand operations and create and retain local jobs. Over the last decade, CDBG economic activities have directly created or retained more than 334,000 permanent jobs and sustained an additional 861,000 jobs nationally. Jobs sustained by the program include construction workers responsible for the rehabilitation of public facilities, infrastructure, and housing. Locally in Fresno County, the program has directly impacted these jobs while creating more sustainable communities that promote increased economic investment.



Continued Support for STIP funding in the next Federal Transportation Reauthorization Bill

Request Summary:

Local agencies have relied on funding under federal support of the State Transportation Improvement Program (STIP) for transportation improvements and enhancements. STIP funding allocated to projects in Fresno County has allowed for significant regional transportation improvements throughout the county. With limited resources for local agencies, it is imperative that Congress continues to authorize adequate funding for the STIP in the context of the next Transportation Reauthorization bill.

CONTACT:

Tony Boren
Executive Director
Fresno Council of Governments
2035 Tulare Street #201
Fresno, CA 93721
Phone: 559-233-4148 Ext. 204
tboren@fresnocog.org

Bruce Rudd
City Manager
City of Fresno
2600 Fresno St.
Fresno, CA 93721
Phone: 559-621-7770
bruce.rudd@fresno.gov

Jeffrey T. Roberts
Vice President
Granville Homes
1396 W. Herndon Suite 101
Fresno, CA 93711
Phone: 559-436-0900
JRoberts@gvhomes.com



ITEM V B

In 1984, the City of Fresno adopted a General Plan that anticipated new growth occurring in the area located in Northwest Fresno. This General Plan also included a number of infrastructure related improvements needed to support this new development. One of these improvements included a freeway interchange located near Herndon and State Route 99, which would be needed to provide safe and efficient traffic movements in and around this area. Thirty years later the interchange, now formally known as the Veterans Boulevard/State Route 99 Interchange, is still needed not only to meet the needs of this rapidly growing area, but to also

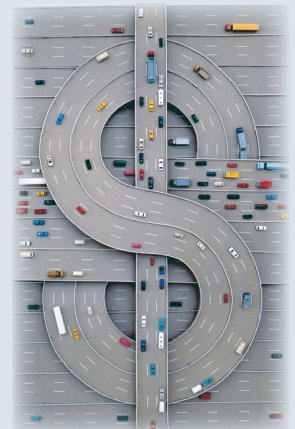
serve as a link between the metropolitan area and Fresno County's west side communities.

The City of Fresno has already completed all of the planning, engineering, and environmental work needed for the project. The six-lane Veterans Boulevard/State Route 99 Interchange Project has been designed to the latest standards and has been designed to accommodate California's High Speed Rail project. With all of the California Environmental Quality Act and National Environmental Policy Act clearances in place, this project is truly "shovel ready".

The Veterans Boulevard/ State Route 99 Interchange project is just one example how the City of Fresno and the region would benefit from continued federal support for the State Transportation Improvement Program (STIP). This particular project is expected to receive STIP funds in federal Fiscal Year 2019/2020 and ongoing federal support for continued STIP funding in the next Federal Transportation Reauthorization Bill is crucial to transportation investments as these projects will:

- Improve mobility in the region/enhance safety
- Decrease congestion/reduce negative impacts on air quality
- Provide for job creation/economic development

Expediting the construction of the region's transportation projects, such as the Veterans Boulevard/State Route 99 Interchange, is a high priority for the region. Ongoing federal support for STIP funding would help to ensure that transportation projects will be constructed on time and on schedule. In addition, there is a possibility that a renewed commitment by the federal government could possibly be used to help accelerate the construction of this project as early as Federal Fiscal Year 2015/2016 through 2019/2020. The ability to construct these projects ahead of schedule will help reduce the overall project cost by minimizing inflation-related construction cost increases while helping to improve goods movement, reduce congestion and related vehicle emissions, while supporting development in the community and the region.



High-Speed Rail Training Facilities

ITEM V B

The birth of high-speed rail in the United States will be right here in Fresno County. As such, Fresno County marks the start of a high-speed rail network that will one day span the entire country. Because high-speed rail is new to the United States, it is necessary to train workers to not only build, but also maintain the high-speed rail line in a world of ever-changing technology. Fresno County has both the land and population to make a high-speed rail educational center a success, not only for the State of California, but for all of America. Locating a high-speed rail education and training facility in Fresno County will provide the workers for the construction and maintenance

Request Summary:

Create policy or regulations that require high-speed rail training facilities be located alongside high-speed rail testing facilities in the Central Valley.

CONTACT:

Henry Perea
Supervisor, District 3
County of Fresno, Board of Supervisors
2281 Tulare Street, Hall of Records,
Room 300
Fresno, CA 93721
Phone: 559-600-3000
district3@co.fresno.ca.us

Lee Ann Eager
President/CEO
Economic Development Corporation
906 N Street, Suite 120
Fresno, CA 93721
Phone: 559-476-2513
leager@fresnoedc.com

Tony Boren
Executive Director
Fresno Council of Governments
2035 Tulare Street, #201
Fresno, CA 93721
Phone: 559-233-4148, Ext. 204
tboren@fresnocog.org

of the nation's first high-speed rail line. It will also be a major economic stimulus for Fresno County's economy and put many people back to work. The high-speed rail training facility will prepare workers for the high-speed rail industry. It will be a major campus that trains people to work on any and all aspects of high-speed rail. A permanent facility will be necessary to keep up with the ever changing technology. It is part of a broader vision associated with the location of the California High-Speed Rail Authority's heavy maintenance facility in Fresno County.

A vibrant high-speed rail training facility will also benefit the regions rampant unemployment epidemic as novel career opportunities would grow and be cultivated in Fresno County. To assist the creation of a viable high-speed rail training facility workforce, Fresno County's 18 public and private universities, community colleges, and technical institutes are ready to craft cutting edge curriculum to fill such demand.

Implementation and construction of the High-Speed Rail project in and through Fresno County will be a game-changer for our local economy, environment, and communities in Fresno County. The High-Speed Rail project will bring much needed business and capital to the various industries in the Central Valley; help eliminate over 12 billion pounds of greenhouse gas emissions annually that cause global warming; help reduce pollution in the Central Valley by 8% annually; and generate a total projected employment of 2,430,000 jobs over the life of the project including direct, indirect, and induced jobs.



ITEM V B

Consistent Policies for Focused Hiring and Workforce Development Funds

Federally-funded public infrastructure projects have the potential to produce multiple economic benefits, including employment opportunities for the nation's economically disadvantaged areas. Targeted hiring initiatives and related job training strategies increase the likelihood that public infrastructure projects provide jobs for the unemployed and underemployed members of struggling communities. Currently, the U.S. Department of Transportation (U.S. DOT) and its various administrative units lack a uniform policy for either targeted hiring initiatives or funding for concomitant job training. In order to realize the maximum benefit of these federal projects, new policies

are needed to address targeted hiring and job training at the U.S. DOT's Federal Railroad, Federal Transit, Federal Highway and other administrations.

After years of work, the Fresno Regional Workforce Investment Board's (FRWIB) recommended targeted hiring policies for the California High Speed Rail project were deemed constitutional by the U.S. DOT's Federal Railroad Administration (FRA) and adopted by the California High Speed Rail Authority. During the course of this protracted process, discrepancies between the U.S. DOT's administrative units became apparent. While the FRWIB's Targeted Hiring recommendations were eventually cleared by the U.S. DOT's FRA, and nearly-identical recommendations made by the Los Angeles County Metropolitan Transportation Authority were cleared by the U.S. DOT's Federal Transit Administration, confusion still exists within the U.S. DOT's other administrations – namely the Federal Highway Administration. During a meeting with California Department of Transportation's Director, he stated that targeted and/or focused hiring initiatives are not allowed by the U.S. DOT's Federal Highway Administration. This sentiment



has been echoed by those within that administration, despite the fact that they have been allowed by the U.S. DOT's Federal Railroad and Transit administrations after full vetting from their legal counsels.

What is deemed legal by two administrations within the same department should be allowed by administrations throughout the U.S. DOT. Clearly, a uniform policy is needed, the result of which could be increased job opportunities for the U.S. citizens and disadvantaged communities that need them most.

A unified policy is also needed at U.S. DOT in the area of job training funding. Currently, the Federal Highway Administration is the only administrative branch that distributes workforce training money. These funds may be used for salary reimbursement for on-the-job training programs, but not to fund training for workers enrolled in schools screened by workforce investment boards and recognized by union apprentice programs. The Federal Highway Administration should have a policy allowing funding of both on-the-job training and vocational classroom training. This policy should be applied across U.S. DOT administrations.

Request Summary:

We request that a uniform policy pertaining to focused hiring programs is developed and implemented by all administration departments within the United States Department of Transportation (U.S. DOT).

We also request that all administration departments within the U.S. DOT identify workforce training funds that can be used by schools screened by Workforce Investment Act-recognized workforce boards and those used by union apprentice programs.

CONTACT:

Matt Leedy
Government Relations Analyst
Fresno Regional Workforce Investment Board
2125 Kern St. #208
Fresno, CA 93721
Phone: 559-490-7142
mleedy@workforce-connection.com



Future Funding for the State Criminal Alien Assistance Program (SCAAP)

US Department of Justice,
Bureau of Justice Assistance

Request Summary:

The authorization for SCAAP lapsed in fiscal year 2011. Given the program's expiration, we would like to see Congress pass a long-term program renewal at increased funding levels.

CONTACT:

Margaret Mims, Sheriff
Fresno County Sheriff Department
2200 Fresno Street
Fresno CA 93721
Phone: 559 600-8800
Margaret.Mims@fresnosheriff.org



ITEM V B

Despite the rising costs of incarcerating undocumented criminals, funding for SCAAP has sharply declined in recent years. Since 2000, the program's funding has been reduced by 70 percent - not accounting for inflation - while state and local detention costs, as well as the number of jurisdictions applying for the program, have significantly increased.

Although the Administration's fiscal year 2014 Budget Request did not include funding for the program, Congress included \$180,000,000 for SCAAP in the recently enacted fiscal year 2014 omnibus (H.R. 3547), a substantially reduced funding level for this important program.

SCAAP provides partial reimbursement to states and localities for costs of incarcerating criminal aliens arrested by any of the local police departments, Sheriff, State or Federal agencies in Fresno County. To qualify for the partial reimbursement, the criminal aliens arrested must have at least one felony or two misdemeanor convictions for violations of state or local law, and be incarcerated for at least four consecutive days.



SCAAP funding has decreased over the last several years contributing to the closure of jail beds and the layoff of Correctional Officers. Due to lack of funding, there are currently 487 fewer jail beds available in the Fresno County Jail System than in November of 2007. Full funding of the SCAAP program could help restore Correctional Officer positions lost during the recession.

The SCAAP payment reduces the amount of local funding needed from the community for the incarceration of criminal aliens. Any reduction or the elimination of SCAAP funding requires the use of scarce local funds for an essentially Federal role - the incarceration of criminal aliens, thus reducing the funds available for other government services.



Continuation of Payments in Lieu of Taxes Program (PILT)

Request Summary:

Fresno County respectfully requests that our representatives work with their colleagues to ensure that PILT is fully funded. Continuation of the Payments in Lieu of Taxes program is important to Fresno County as it makes up for diminished tax revenues stemming from Federal ownership of land within the County's boundaries. Loss of funding will impact essential County services, such as search and rescue operations, law enforcement, sanitation, and road maintenance.

CONTACT:

Vicki Crow
Fresno County Auditor-Controller/
Treasurer-Tax Collector
2281 Tulare Street, Room 105
Fresno, CA 93721
(559) 600-3496
VCrow@co.fresno.ca.us

Paul Dictos
Fresno County Assessor-Recorder
2281 Tulare Street, Room 201
Fresno, CA 93721
(559) 600-6879
pdictos@co.fresno.ca.us

Kathleen Donawa
Fresno County Assistant County
Administrative Officer
2281 Tulare Street, Room 304
Fresno, CA 93721
(559) 600-1223
kdonawa@co.fresno.ca.us



ITEM V B

The County of Fresno strongly supports funding of the Payment-in-Lieu-of-Taxes (PILT) program. PILT provides payments to counties to help offset losses in property tax revenues due to the presence of tax-exempt federal land within county boundaries. In fiscal year 2013, Fresno County received \$2,473,776 for 1,526,207 acres in tax-exempt federal lands and is slated to receive the same amount in fiscal year 2014. These funds are critical to Fresno County in providing needed services on these federal lands, including but not limited to search and rescue operations, law enforcement, sanitation, and road maintenance.

Prior to fiscal year 2008, PILT payments were subject to the annual appropriations process, and the program was underfunded year after year. As part of the Emergency Economic Stabilization Act of 2008 (PL 110-343), Congress converted PILT from a discretionary program to a fully funded program (through fiscal year 2013) in its most recent transportation reauthorization MAP-21. In January 2014 Congress passed the Farm Bill that included a one year PILT program extension affording counties, including Fresno, an additional year of funding to offset the impacts of tax-exempt federal lands within its jurisdiction. This action was a one-year appropriation with uncertain future funding.

The County of Fresno strongly supports enacting legislation, like PL 110-343, that will afford impacted counties throughout the nation funding to offset the impacts of federal lands without facing the risk of the annual appropriation process and potential steep funding cuts. Counties understand the serious budget situation the country is facing and the difficult budget decisions that Congress is considering. Nevertheless, the loss of PILT funding will put further strain on already stretched county budgets, and thereby limit local governments in their ability to provide necessary services. Therefore, Fresno County respectfully requests that our representatives work with their colleagues to ensure that PILT is fully funded.

