

**County of Fresno  
2015  
One Voice Regional Priorities Washington, DC  
Submitted by:**

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Department of Public Works and Planning**

**And**

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Assistant General Manager  
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## **WATER POLICY SUPPORT**

### **SHORT INTRODUCTION:**

Support for Federal legislation and funding to assist the San Joaquin Valley in dealing with the negative impacts of continuing drought conditions, improved flexibilities to existing Delta pumping restrictions and the construction of long term water supply reliability projects.

### **REQUEST SUMMARY:**

Support for Federal legislation and funding to assist the San Joaquin Valley in dealing with continuing drought conditions coupled with Delta pumping restrictions resulting in;

- Serious and negative economic impacts to farms, rural communities and specifically low income families. Continuation of Community Services Block Grant (CSBG) funding is critical to assure essential support for low income families who have lost their jobs and are struggling to pay for housing, utilities, and food. Funding programs are also necessary for failed ground water wells to farmers and rural communities (refer to attachment 4).
- Significant operational constraints that severely limit water supply movement through both the State and Federal pumping stations thereby impacting available critical water supplies to both west side and east side farms and cities resulting in making the negative impacts of the natural drought even worse. Both temporary and long term relief is key for the survival of the San Joaquin Valley's Agriculture industry and cities.
- The need to storage water normally lost during wet years for drought periods by completion of the Upper San Joaquin River Basin Storage Investigation Feasibility report and then construction of the Temperance Flat Dam storage project along with the construction of additional water supply reliability projects that would enhance regional water conveyance and improve ground water storage and reduce groundwater over drafting.

**Fresno COG advocates for all the above forFY2016.**

### **REQUEST BACKGROUND:**

Water continues to be the most critical issue being faced by the San Joaquin Valley. 2015 will be the fourth year of a historical drought for California and may be the toughest year ever experienced by the Central Valley. 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. The first Federal water supply allocation for 2015 starts with a zero water allocation, making it the second year in a row and the only years in history that this has ever happened to both west and east sides of the Valley. Making things worse, many of the Valley's shallow ground water wells have failed forcing farmers to drill deeper in hope of reaching water but ultimately resulting in significant over drafting- similar to the days before the CVP Friant and San Luis Units were built when serious land subsidence was also occurring, (refer to Attachment 1).

Fresno County like the majority of the Valley is a conjunctive use area, meaning that the region relies heavily on surface water deliveries for ground water storage and usage by farmers and cities. The majority of the surface water supplies to Fresno County come by way of the CVP Friant Division on the east side and CVP San Luis Unit on the west side along with pre 1914 water right supplies from the Kings River. However, there has been a significant loss of CVP surface water supplies over the last decade due to environmental diversions, pumping restrictions in the Sacramento-San Joaquin Delta, environmental law suits and a historical drought which is unfortunately transforming Fresno County from the Nation's number one Ag production county to a county with serious questions as to its ability to receive water from year to year.

The pathway to solutions for these complex water issues will be difficult to travel and will require lots of interest, energy, fortitude and cooperation from both our State and Congressional representatives but it is a road that must be traveled to achieve the necessary quantity and reliability of water supplies to meet the needs of our farms, municipalities and the environment. Californians recently approved the 2014 Proposition 1, which is a major first step for the construction of both short term and long term projects. So now is the perfect opportunity for our State and Federal legislators to partner in optimizing the funding of the State's Proposition 1 funds with Federal funds.

Construction of new above ground water storage and below ground water storage projects are key examples of the type of projects where the partnership of State and Federal funding can make a real difference. On a

regular basis, 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, (refer to attachments 2&3).

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Fresno County and the San Joaquin Valley are agricultural-based economies. The successes or failures of the agricultural industry reverberate throughout the regional, state, and national economy. The loss of surface water supplies over the last decade due to storage capacity limitations, environmental diversions, pumping restrictions in the Sacramento-San Joaquin Delta, and exacerbated by the current drought have put a tremendous strain on the agricultural economy and the communities it supports. Current impact estimates from the UC Davis Center for Watershed Sciences projects a \$1.7 billion loss to the agricultural industry and the loss of at least 14,500 agriculturally related jobs. 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.

**ARE THERE ANY WATER POLICY CONNECTIONS?**

Yes, see above.

**ARE THERE ANY ATTACHMENTS?**

Yes-1-4.

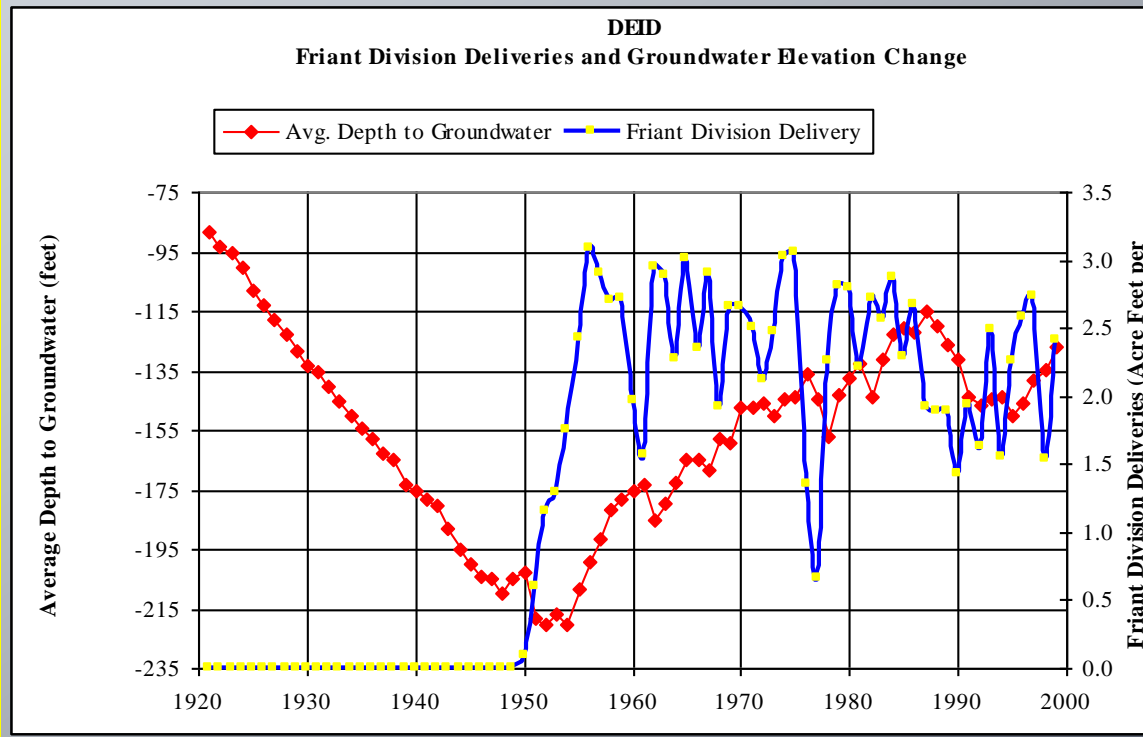
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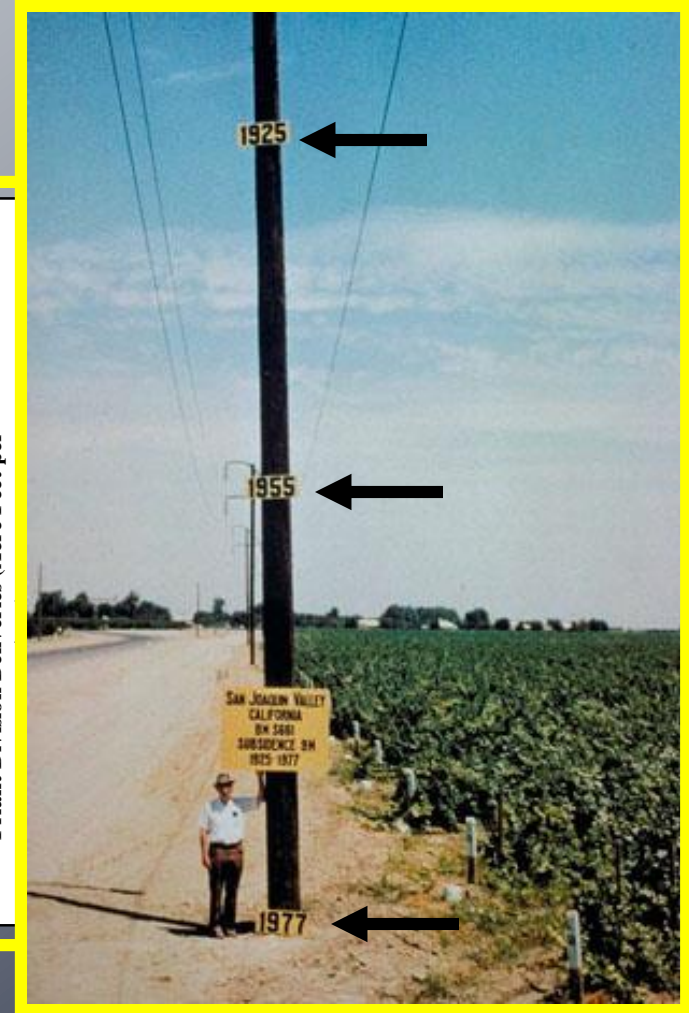
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# Surface and Ground Water Storage

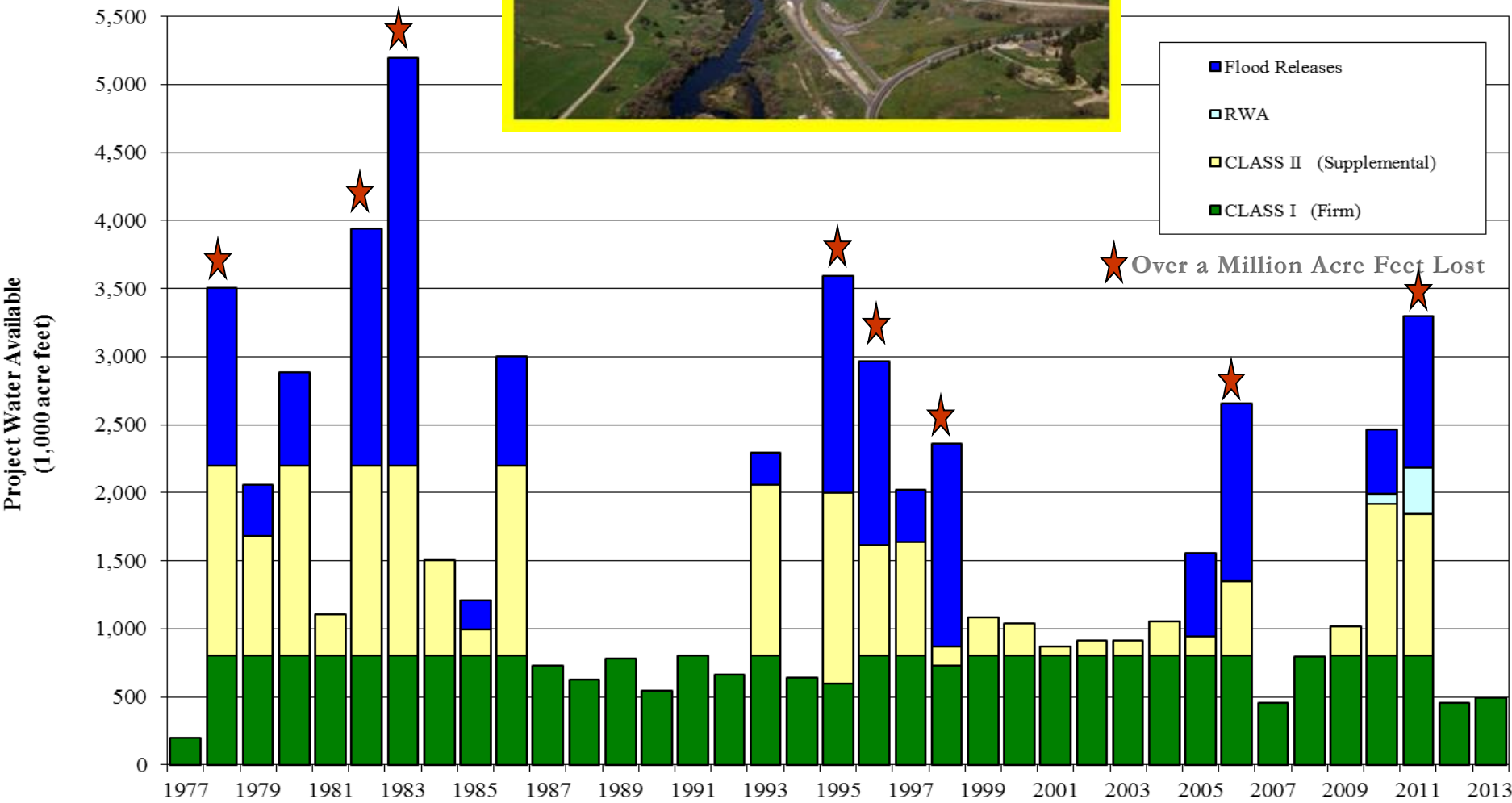


Ground Water Levels Dropping

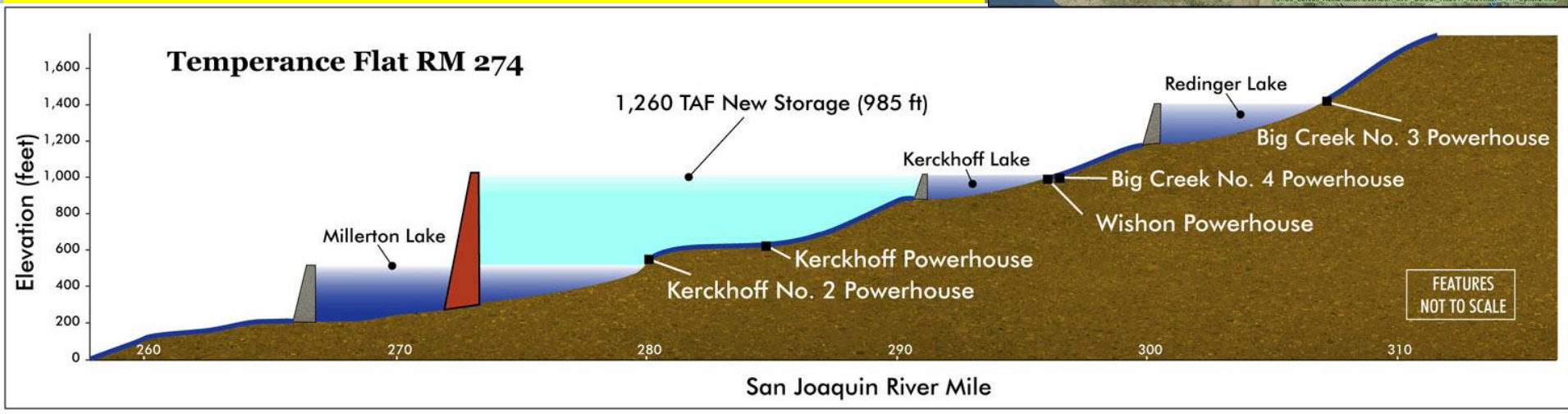
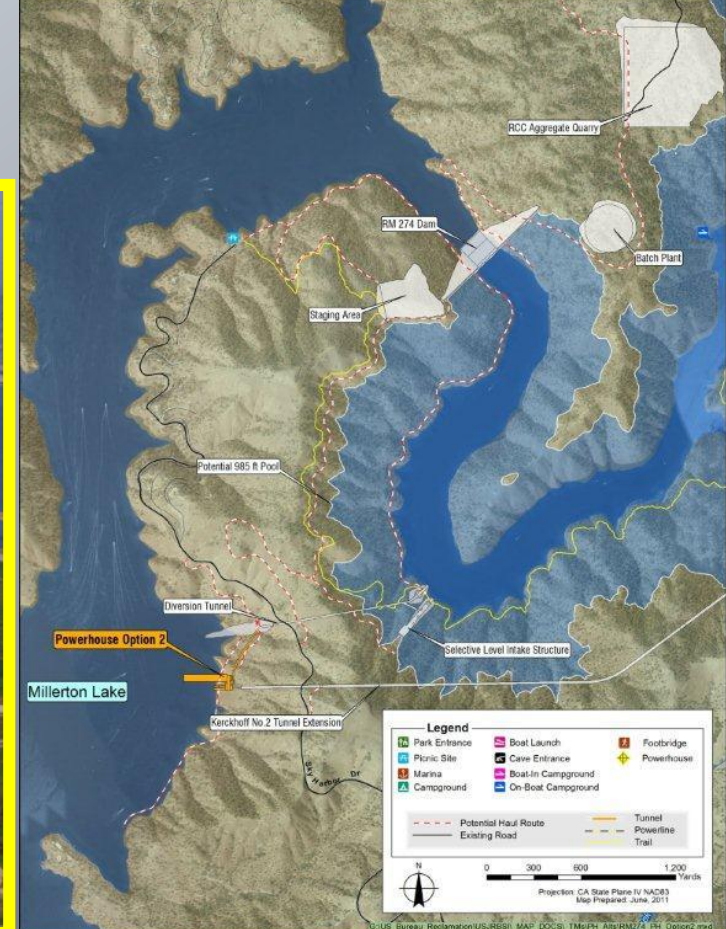


Land Subsidence

# Millerton Lake Friant Dam Flood Releases



# Temperance Flat



## ATTACHMENT 4

### CSBG – A lifeline for communities and families devastated by the drought

The single most important tool to respond to the plight of families devastated by the drought is the Community Service Block Grant (CSBG). CSBG is flexible, and locally controlled. It is hailed by lawmakers because it is distributed to virtually every county in the nation, requires local input in how funds are used, and the agencies designated to manage CSBG funds must be governed by a tripartite board with members elected by local constituents, members appointed by elected officials with jurisdiction over the region, and members of organizations with a mandate to address the needs of the poor. In Fresno County, Fresno Economic Opportunities Commission (Fresno EOC) is the designated agency responsible for federal CSBG funds. The agency's goal is to collaborate, support, and leverage all available resources to empower our residents toward self-sufficiency.

#### **How CSBG has been used to support families impacted by the drought**

- Facilitated the formation and management of the Central Valley Drought Relief Coalition (funded temporary water tanks, well drilling, and food assistance).
- Provides emergency water bill payment assistance for families affected by the drought.
- Created the DEEP program – Drought Emergency and Educational Preparedness program in response to an increasing number of minority farmers contemplating suicide, the consequence of having their livelihood impact (held a regional conference with farmers, federal and state departments on March 2, 2015 introducing water management strategies and other resources and solutions).
- Funds food distribution events feeding just under 10,000 individuals per month.
- Temporary rental assistance for drought-impacted families.
- Temporary fuel assistance payments preventing utilities shut off (LIHEAP).
- Piloted a water conservation program in the City of Orange Cove, replacing wasteful toilets and washing machines with more efficient equipment, and installing aerators on shower heads and faucets.
- Flexibility to create innovative and responsive programs such as:
  - Fresno Community Development Financial Institution, small business lender to entrepreneurs unable to access capital through traditional means (294 loans with a value of \$11.5 million, since 2009);
  - New credit union, projected to open this summer.
  - Solar installations for low-income families (450,000 watts planned for next six months);
  - Social enterprises including a commercial kitchen, transit system, diversified recycling services, all of which hire and train unemployed workers.
- Created a regional anti-human trafficking program to provide hope and support for the growing number of our residents in servitude (according to the State Department, the fastest growing crime in the world).

#### **REQUEST SUMMARY**

1. Community Services Block Grant (CSBG) funding in the amount of \$700 million for FY '16.
2. Reauthorization of CSBG: Community Economic Opportunity Act of 2015 (sponsored by Rep. Fitzpatrick, co-sponsors – McCollum, Goodlatte, Costa, and others to be added)

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Fresno Council of Governments  
2015  
One Voice Regional Priorities Washington, DC

SURFACE TRANSPORTATION REAUTHORIZATION

Submitted by:  
Tony Boren, Executive Director

## **SURFACE TRANSPORTATION REAUTHORIZATION**

### **SHORT INTRODUCTION:**

The next surface transportation reauthorization should build on the principles of MAP-21 with a strong commitment to a long term transportation bill that maintains and supports federal formula funding allocations to regions, provides dedicated funding for a freight program, expands streamlining efforts, and gives priority to “fix it first” investment efforts.

### **REQUEST SUMMARY:**

In crafting legislation reauthorizing MAP-21, Fresno Council of Governments (Fresno COG) recommends the following principles, with particular emphasis on maintaining and supporting federal formula funding allocations, like the STIP, to regions and a national freight program that supports investments in Goods Movement (see Attachment 3 for an example project):

1. Ensure financial integrity of Highway and Transit Trust Funds through a multi-year surface transportation bill that will provide financial stability and certainty.
  - a. The President’s FY15 Budget recommends that an additional \$11M (of the total \$39M federal commitment) be appropriated for Fresno’s BRT Project from FTA’s Small Starts Grant program. Fresno COG advocates that Congress pass a transportation reauthorization bill on time that includes this \$11M appropriation for the Fresno BRT Project (see attachment 1).
2. Support a national freight program with a dedicated funding source.
3. Streamline planning, programs and project delivery through additional state and regional stewardship such as delegation programs, increasing state and regional flexibility for using alternative project delivery methods and integrating planning, project development, review, permitting, and environmental processes to reduce delay. We also ask for support for efforts that address multimodal connectivity and integration within the planning process.
  - a. Create more flexibility in the eligibility criteria for FTA’s Pilot Program for Transit Oriented Development Planning. Fresno COG advocates that FTA revise the definition of eligible projects for the FTA Pilot Program for TOD in the next surface transportation reauthorization bill to ensure that projects with less than 50% fixed guideway are eligible to apply for funding (see attachment 3).
4. Fix it first through investments directed at rebuilding and maintaining transportation infrastructure that is in a good state of repair. Priority should be given to preservation and maintenance of the existing system of roadways, bridges, transit routes, railroads, ports and airports. Support should also be provided for modernization and replacement of transit and rail equipment.

### **REQUEST BACKGROUND:**

Fresno COG supports a multi-year (four to six years) surface transportation bill that would provide financial stability and certainty while allowing for more deliberate economic investment that assures global competitiveness and job growth. Congress should increase transportation funding to reinvest in our transportation infrastructure and provide dedicated funding to rail as part of a multimodal bill.

Fresno COG would like to see dedicated funding for a national freight program and maintaining formula funding allocations to regions. The San Joaquin Valley is California’s fastest growing region and the nation’s number one agricultural producer, generating more than \$35 billion in the gross value of agricultural commodities such as nuts, lettuce, tomatoes, wine, grains and other products. The Valley plays a major role in processed foods and energy products nationally and internationally. As a growing and diversified region, the Valley depends on an efficient goods movement system for its long-term economic success and to safely move resources out of the Valley and on to the rest of the nation.

- In 2010 goods movement-dependent industries in the San Joaquin Valley generated approximately \$56 billion.

- Freight volumes are projected to grow from 500 million tons in 2007 to almost 800 million tons by 2040.
- Through 2040, roughly 93 percent of all commodity movement will be carried by truck.

The Fresno COG also supports continued efforts to streamline and reform Federal surface transportation programs and project delivery. This can be achieved through further opportunities for state and regional stewardship through delegation programs, increasing state and regional flexibility for using alternative project delivery methods and integrating planning, project development, review, permitting, and environmental processes to reduce delay. Lastly, conditions on California's surface transportation systems are deteriorating while demand is increasing. We should rebuild and maintain transportation infrastructure in a good state of repair. This demand is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Priority should be given to preservation and maintenance of the existing system of roadways, bridges, transit routes, railroads, ports and airports. Support should also be provided to replace obsolete transit and rail equipment, and to modernize transportation infrastructure to comply with the Americans with Disabilities Act (ADA) requirements.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

**ARE THERE ANY WATER POLICY CONNECTIONS?**

**ARE THERE ANY ATTACHMENTS?**

Yes

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## ATTACHMENT 1

### Support Ongoing Appropriations for Bus Rapid Transit in Fresno

#### **SHORT INTRODUCTION:**

Support ongoing appropriations to the Fresno Bus Rapid Transit (BRT) project. The Fresno BRT project is an essential component to reducing vehicle miles traveled and air pollution in the region and ultimately ensuring that Fresno COG meets state mandates related to curbing urban sprawl and promoting infill development that affect future transportation appropriations at the state level.

#### **REQUEST SUMMARY:**

The Fresno BRT project, originally approved for funding from FTA's Small Starts Grant program in 2009, has made significant progress since initial approval. The President's FY15 Budget recommends that an additional \$11M (of the total \$39M federal commitment) be appropriated.

Fresno COG advocates that Congress pass a transportation reauthorization bill on time that includes this \$11M appropriation for the Fresno BRT Project.

#### **REQUEST BACKGROUND:**

In 2009, the City of Fresno was awarded a \$38 million competitive grant from the Federal Transit Administration's Small Starts Program to construct the Blackstone-Ventura-Kings Canyon Bus Rapid Transit project, spanning 15.7 miles and connecting key activity and employment centers in southeast, central, and north Fresno to downtown. Since 2010, the Fresno City Council has allocated \$7.8 million for BRT-related investments related to updating land use and transportation plans as well as for project management; in addition, the City secured a \$3.5 million CMAQ grant to fund three years of BRT operating expenses. In 2012, the City Council also approved the environmental review for the project, and in December 2014, the Council approved and adopted a General Plan and Master Environmental Impact Report which designs future land use patterns around BRT investment. The project is at 100% design and is scheduled to undergo construction in June 2015 with operations beginning in January 2017. This last \$11 million appropriation is all that is necessary for construction to begin this June; any delay in appropriations will further delay the project, potentially resulting in total project cost increases and negative effects on potential state funding which relies on BRT operations to begin in January of 2017.

#### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Yes. The Fresno BRT Project is anticipated to stimulate more intensive investment along the Blackstone and Ventura/Kings Canyon corridors once in operation – attracting new development by reducing transit commute times and with new city land use policies that encourage higher-density, mixed-use development where such projects were previously prohibited. These changes alone are expected to increase property values along the BRT corridor – and in turn support greater stabilization and revitalization of nearby neighborhoods.

#### **ARE THERE ANY WATER POLICY CONNECTIONS?**

By directing more intensive investment and growth along BRT corridors, this is anticipated to reduce per capita water use (through more mixed-use development where water infrastructure currently exists) rather than expanding pressure for growth along the fringe of the city and region.

#### **ARE THERE ANY ATTACHMENTS?**

A map of the Fresno BRT Project is attached, which delineates the route and location of all 27 stations.

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## ATTACHMENT 2

### **Revise Transit Oriented Development Criteria in the Surface Transportation Reauthorization Bill**

#### **SHORT INTRODUCTION:**

Create more flexibility in the eligibility criteria for FTA's Pilot Program for Transit Oriented Development Planning. The last Surface Transportation Reauthorization Bill (MAP-21), authorized in 2012, included nearly \$20 million for a Pilot Program for Transit Oriented Development (TOD) Planning. Only transit corridors that have received New Starts, Core Capacity, or complete fixed guideway Small Starts grants are currently eligible for funding. The Fresno BRT project is less than 50% fixed guideway and as such is not eligible for funding.

#### **REQUEST SUMMARY:**

Fresno COG advocates that FTA revise the definition of eligible projects for the FTA Pilot Program for TOD in the next surface transportation reauthorization bill to ensure that projects with less than 50% fixed guideway are eligible to apply for funding.

#### **REQUEST BACKGROUND:**

In 2009, the City of Fresno was awarded a \$38 million competitive grant from the Federal Transit Administration's Small Starts Program to construct the Blackstone-Ventura-Kings Canyon Bus Rapid Transit project, spanning 15.7 miles and connecting key activity and employment centers in southeast, central, and north Fresno to downtown. This investment, beyond improving commute times for transit riders and reducing air pollution, is anticipated to spur investment along the BRT corridors through "transit-oriented development" – where new mixed-use residential, retail, and office development is located within walking distance to transit stops. Despite the fact that BRT is not yet operational in Fresno, new transit-oriented developments are springing up to capitalize on the opportunity to locate in undervalued neighborhoods that are well-served by transit and are within walking distance to shops, restaurants, or employment centers. To date, most of these developments have occurred within downtown Fresno, where significant planning work is well underway to make mixed-use and walkable development as accessible and desirable as possible. However, as the City of Fresno plans for future growth along the Blackstone and Ventura/Kings Canyon corridors, critical planning and design work must occur there to ensure these corridors will be zoned correctly for new types of development and that the right types of infrastructure improvements can be in place to manage increased development capacity while promoting a more walkable and transit-friendly streetscape.

#### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Yes. Investment in bus rapid transit is anticipated to stimulate economic investment along the Blackstone and Ventura/Kings Canyon corridors, as evidenced by the experiences of other cities that have implemented BRT. The planning work that this program funds is a critical link to ensure that the corridors are as shovel-ready for new, higher-value development as possible.

#### **ARE THERE ANY WATER POLICY CONNECTIONS?**

By directing more intensive investment and growth along BRT corridors, this is anticipated to reduce per capita water use (through more mixed-use development where water infrastructure currently exists) rather than expanding pressure for growth along the fringe of the city and region.

#### **ARE THERE ANY ATTACHMENTS?**

No.

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### ATTACHMENT 3

#### **EXAMPLE FOR MAINTAINING FUNDING ALLOCATIONS, SUPPORT FOR STIP FUNDING AND GOODS MOVEMENT**

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. 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.

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## **High Speed Rail Training Facilities**

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

### **Request Summary:**

On January 6, 2015, with the official groundbreaking of the California High-Speed Rail project, the birth of high-speed rail began in the United States right here in Fresno County. As such, Fresno County marks the starting point 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 the entire country.

Locating a high-speed rail operations, education, and training facility in Fresno County will provide the workforce for the construction and maintenance of the nation's first high-speed rail line. As this burgeoning industry grows, it will be able to rely upon both the training and the firsthand experience of the professionals involved in the project from its earliest stages. It will also be a major economic stimulus for Fresno County's economy and put many people back to work in a region that has rarely received the caliber of State and Federal opportunities that California's other large metropolitan areas have.

The high-speed rail training facility will prepare workers for the high-speed rail industry beyond construction, as well. It will be a major campus that teaches people to work on any and all aspects of high-speed rail. A permanent facility of this kind will be necessary to keep up with the advancing technology, especially if the United States wishes not only to utilize this system but gain an innovative presence in the industry. The proposed facility is part of a broader vision associated with the location of the California High-Speed Rail Authority's heavy maintenance facility in Fresno County. That vision includes an educational center, transportation operations facility, an ongoing training site, a facility for businesses and countries to showcase their products, and an industrial park for companies that provide services and products to the high speed rail.

The vibrant high-speed rail training facility will also address the region's rampant unemployment, as novel career opportunities would flourish in Fresno County around this new industry so crucial to the environmental and economic future of the nation. To assist the creation of a viable high-speed rail training facility workforce, Fresno County's eighteen public and private universities, community colleges, and technical institutes are ready to craft cutting edge curriculum.

### **How does the request impact economic development?**

Implementation and construction of the High-Speed Rail project, which has already broken ground and begun to stimulate development in Fresno County, will be a game-changer for our local economy, environment, and communities in Fresno County. The California High-Speed Rail will bring much needed business and capital to numerous industries in the Central Valley; help eliminate over 12 billion pounds of greenhouse gas emissions annually to combat global

warming; help reduce pollution in the Central Valley by 8% annually; encourage the savings of 2.0-3.2 million barrels of oil each year; and generate total projected employment of 2,430,000 jobs over the life of the project including direct, indirect, and induced jobs.

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County of Fresno  
2015

One Voice Regional Priorities Washington, DC

Submitted by:

Les Wright, Agricultural Commissioner

## **PEST PREVENTION AND EXCLUSION OF PESTS PROGRAMS REQUEST**

### **SHORT INTRODUCTION:**

It is widely recognized that additional resources are needed to safeguard America's natural environment and food and fiber systems from potential destruction caused by invasive pests and diseases. There is a great need to use consistent and adequate federal funding to support efforts to discover new pests and diseases that impact agriculture. With sufficient federal funding, Fresno County can mitigate pests offshore and eliminate pathways of introduction, prepare for potential introduction of these pests, and rapidly and effectively respond to introductions when they occur.

### **REQUEST SUMMARY:**

Request increased funding under the USDA Animal and Plant Health Inspection Service (APHIS) Plant Protection and Quarantine Program to support California's high-risk pest and Disease Prevention and exclusion programs. In FY 2014-15 Fresno County received \$50,775 compared to \$92,712 in FY 2009-10.

### **REQUEST BACKGROUND:**

California has a three pronged approach to pest and disease prevention which includes pest exclusion, pest detection, and pest eradication. Inspections at California border stations and the various ports of entry keep harmful pests from harming our ecosystem and damaging the food and fiber production. In conjunction with pest exclusion, pest detection programs utilize trapping and visual surveys to catch potential infestations that may enter undetected, as early as possible before economic damage can be done. If a pest is found then eradication measures begin to eliminate the pest. These measures save millions of dollars, over time, as compared to managing a pest after it has become established. With funding from the farm bill, this system has worked time and again to eradicate pests like the peach fruit fly and European grape vine moth in Fresno County. However, increased and consistent funding is needed. Pests such as the Asian citrus psyllid and light brown apple moth were able to enter California and establish before being detected, which has severely limited our ability to eradicate them.

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Prevention of entry and early detection of pests would provide higher crop yields and prevent job losses that could occur from loss of crops due to damage.

### **ARE THERE ANY WATER POLICY CONNECTIONS?**

The same amount of water is needed for crops damaged by pests as a healthy crop. The benefit is that the water given to a viable crop would provide higher harvested yields

### **ARE THERE ANY ATTACHMENTS?**

No

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**County of Fresno  
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Submitted by:  
Les Wright, Agricultural Commissioner**

## **AGRICULTURE CANINE INSPECTION**

### **SHORT INTRODUCTION:**

California is a major producer of agricultural commodities that is important to the nutrition and health of our nation. Fresno County is in the forefront of that production. Fresno County and eight other counties have partial support through the United States Department of Agriculture (USDA) to maintain inspections of parcels for contraband plant material that may carry pests detrimental to agriculture. Continued and higher funding support is needed for existing agriculture canine inspection teams and to fund the establishment of additional teams in the state.

### **REQUEST SUMMARY:**

Request increased funding under the USDA Animal and Plant Health Inspection Service (APHIS) Plant Protection and Quarantine Program to support existing and additional canine detection teams to protect agriculture from invasive pest introduction through parcel facilities. In Fiscal Year 2014-2015 Fresno County is budgeted to receive \$230,434.

### **REQUEST BACKGROUND:**

Funding has been available to support nine counties with agriculture canine inspections teams in California, including one based in Fresno County. Support levels to the state have not been increased in years and costs have risen. California is a very large state and there are entryways that are not receiving the level of protection needed. The Fresno County Team is the only coverage for the entire San Joaquin Valley.

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

If a pest becomes established the costs is in the millions to prevent economic damage to agricultural commodities. The General Accounting Office estimated in 1997 that the national cost to taxpayers from invasive pests was close to \$41 billion annually in lost production, prevention, and control expenses.

### **ARE THERE ANY WATER POLICY CONNECTIONS?**

N/A

### **ARE THERE ANY ATTACHMENTS?**

No

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## **United States Department of Agriculture – Expansion of Drip Irrigation Funding Opportunities For Tenant Farmers**

### **BACKGROUND**

For a variety of reasons, minority and socially disadvantaged farmers in California's Central Valley have long struggled to access the cornucopia of services provided by the United States Department of Agriculture (USDA). To address this issue the Fresno Regional Workforce Investment Board (FRWIB) has hosted workshops for dozens of minority and disadvantaged farmers and ranchers, along with industry and educational leaders, as part of its USDA-grant funded Valley Grow Project. During the course of the Valley Grow Project one glaring challenge for many minority and disadvantaged farmers has become apparent: Those who rent the land they sow do not qualify for the USDA's Environmental Quality Incentive Program (EQIP) funding for drip irrigation.

Because they do not own the relatively small pieces of land they cultivate, minority and disadvantaged farmers typically utilize temporary irrigation "tape" to water crops, rather than investing in more costly and permanent drip irrigation systems. For this reason, many minority and disadvantaged farmers do not qualify for the USDA's EQIP funding for drip irrigation. These funds would be particularly helpful during times of extreme drought which is having devastating impacts on farmers throughout California and particularly in the Central Valley.

As an added benefit, making the EQIP funding for drip irrigation more accessible to farmers who rent smaller plots of land would expose a traditionally underserved community to the USDA's many services and help eliminate the fear and distrust that minority and socially disadvantaged farmers often have of government programs. This could provide a catalyst to enhancing farm management skills and economic growth.

To further assist these farmers the FRWIB asks that funds be set aside for tenant and/or small-scale farmers when another round of federal emergency drought assistance funds are released. This assistance could include: funds for an emergency loan program that includes temporary drip irrigation; funds to increase water pump efficiency, and; funds to lease and/or purchase land during times of an officially-declared drought.

### **REQUEST**

We request a temporary waiver to USDA regulations during times of officially declared drought so small-scale farmers who use temporary irrigation systems can access USDA EQIP funding.

We also request the inclusion of programs that would benefit small-scale farmers when federal emergency drought assistance funds are release.

**County of Fresno  
2015**

**One Voice Regional Priorities Washington, DC**

**Submitted by:**

**Bernard Jimenez, Deputy Director  
Department of Public Works and Planning**



## **AIR and HEALTH QUALITY EMPOWERMENT ZONE DESIGNATION**

### **SHORT INTRODUCTION:**

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

### **REQUEST SUMMARY:**

Support reintroduction and enactment of H.R. 6378 - Air and Health Quality Empowerment Zone Designation Act of 2012 in the 114th 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.

**Fresno COG advocates for the reintroduction and enactment of H.R. 6378 - Air and Health Quality Empowerment Zone Designation to provide incentive funding for non-attainment areas in FY 2015.**

### **REQUEST BACKGROUND:**

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), if approved, 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. Furthermore, industrial equipment at stationary sources could be replaced with newer and cleaner equipment with appropriate incentive funding.

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

The San Joaquin Valley is California's top agricultural producing region, growing more than 250 unique crops and much of the Nation's fruits, vegetables, and nuts. California is the nation's leading dairy state, with three-quarters of its dairy cows located in the Valley. The annual gross value of agricultural production in the Valley is more than \$25 billion.

Unfortunately, the San Joaquin Valley is also the home of the worst air quality in the country and has some of the highest rates of childhood asthma in California. Transportation, especially trucks, is the largest source of air pollution in the Valley. Air pollution in the San Joaquin Valley is estimated to cost the California economy more than \$28 billion annually.

### **ARE THERE ANY WATER POLICY CONNECTIONS?**

None.

### **ARE THERE ANY ATTACHMENTS?**

None.

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## **ECONOMIC DEVELOPMENT/REDEVELOPMENT SUPPORT**

### **SHORT INTRODUCTION**

Support for Federal legislation and programs to provide financial assistance directly to communities designated as “disadvantaged” (defined below) for the purpose of economic development and/or redevelopment of blighted areas.

### **REQUEST SUMMARY**

Legislation is suggested whereby the federal Economic Development Administration would oversee a program that would provide federal funding (non-matching grants) directly to communities classified under the federal definition as “disadvantaged” or “severely disadvantaged” specifically for redevelopment or economic development efforts. These efforts include, but are not limited to, direct federal subsidy that would reimburse the municipality for granting property tax abatements, sales tax rebates, development fee abatements, or similar financial incentives to encourage redevelopment of blighted areas or new commercial, sales tax generating economic development projects. To ensure that each qualifying municipality spends program dollars in an appropriate manner, each municipality would adopt by ordinance an Economic Incentive Zone Plan (EIZ) that identifies a “zone” within the community that is specifically targeted for redevelopment or new, tax-generating economic development projects where federal dollars are permitted to be used to fund qualifying incentives (such as those outlined above).

### **REQUEST BACKGROUND**

In order to deal with a significant budget crisis in California, Governor Brown signed into law AB 26, which dissolved the state’s more than 400 Redevelopment Agencies (RDA’s) – all of which were tied to individual municipalities. The RDA’s operated by diverting a percentage of property tax revenue to development projects that alleviated blight conditions within a designated redevelopment area. The dissolution of the RDA’s reallocated the total amount of property taxes in order to fund core public services.

For communities designated as “disadvantaged” under California state law, which is defined as, “a community with a median household income less than 80 percent of the statewide average,” or “severely disadvantaged” which is defined as, “a community with a median household income less than 60 percent of the statewide average,” the dissolution of the RDA’s striped away an indispensable tool for erasing community blight and creating new corridors for economic development.

Additionally, disadvantaged communities are virtually one-hundred percent reliant on property and sales tax revenue, and enterprise fund revenues (water fees, sewer fees, refuse fees) to fund vital municipal operations. They do not have the “luxury” of devoting these precious revenue streams to matching grant programs or voluntarily reducing or eliminating their development fees as a way to entice redevelopment or new development opportunities. As such, these communities are perpetually trapped in their “disadvantaged” status.

Further, disadvantaged communities are typically those that are detached from or outlying major urban population centers and as such are geographically challenged in attempting to encourage new business growth or business expansion without offering significant financial incentives. This is further exacerbated by the fact that the local economies of disadvantaged communities are often tied to agriculture – the seasonal nature of which often carries with it higher unemployment rates than the national (or regional) averages – placing an additional “chilling effect” on economic growth for the community.

Federal funding programs designed to provide disadvantaged communities with grant funding specifically to offer economic or redevelopment incentives in specified areas of a city are a vital tool in promoting smaller, locally owned business start-ups. Often times small businesses in rural disadvantaged areas, cannot afford permit fees or development fees, and without a mechanism in place for the city to offer such incentives, small business growth is stifled. In addition, locally owned businesses often find themselves struggling to compete in the pricing of goods with large scale national chains whose “economy of scale” allows them to undercut locally owned businesses. In this instance, a sales tax rebate offered by the municipality using federal funding, allows the locally owned business to be more price competitive.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

The program outlined in this request is designed solely to provide economic development benefits to disadvantaged municipalities. This is accomplished using direct federal funding, in specifically targeted areas, to offer an array of financial incentives to encourage redevelopment and new commercial development.

**ARE THERE ANY ATTACHMENTS?**

None.

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County of Fresno  
2015

One Voice Regional Priorities Washington, DC

Submitted by:

Bernard Jimenez, Deputy Director  
Department of Public Works and Planning

## **SUPPORT CONTINUED AND INCREASED FUNDING OF THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

### **SHORT INTRODUCTION:**

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, and have significant positive impacts on local economies.

### **SUMMARY REQUEST:**

The FY 2015 funding for CDBG as set by Congress and signed by the President in December, 2014, was \$3 billion, a total of \$30 million below the FY 2014 level. This decrease was minimized due to the hard work by NACCED, NACo and other members of the Community Development Coalition (supporter groups).

**Fresno COG advocates for increasing funding for CDBG in FY 2016.**

### **REQUEST BACKGROUND:**

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 FY11, 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.

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

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.

Notable 2014 accomplishments include:

#### **Caruthers Wastewater Treatment Plant Improvements - \$300,000 CDBG**

Constructed an evaporation and percolation pond to increase disposal capacity of treated effluent, and included construction of a sludge digester.

#### **Kingsburg 20<sup>th</sup> Avenue Improvements - \$158,430 CDBG**

Installed Americans with Disabilities Act (ADA) compliant curb ramps where they did not exist or were not up to standards, an asphalt overlay of the street, root treatment/removal of trees causing curb/gutter/sidewalk disruption, and the replacement of trees and damaged sidewalk, curb and gutter.

#### **Reedley Street Improvements - \$200,191 CDBG**

Constructed new sidewalk, curb, gutter, driveway approaches, ADA compliant curb returns, street widening, and new streetlights. Additionally, an existing water line was extended and an existing sewer line was upgraded to accommodate higher flows. Existing signs, utility poles and other infrastructure was modified, relocated and/or replaced to accommodate the new improvements.

#### **Selma Street & Alley Improvements - \$240,848 CDBG**

Constructed street improvements including edge grinding of existing asphalt concrete surface, application of an asphalt concrete overlay, striping and delineation of the roadway, and the installation of ADA compliant curb ramps. Modification or reconstruction of existing curbs, gutters, sidewalks and driveway approaches were also made to accommodate the new improvements. Additionally, improved alleyways including pulverizing the existing surface, recycling the pulverized materials compacted in place, and application of an asphalt concrete overlay.

**ARE THERE ANY WATER POLICY CONNECTIONS?**

**Del Rey Water and Wastewater System Improvements - \$300,000 CDBG**

Designed and constructed a lined emergency holding pond and treatment pond for the wastewater treatment facility, including existing dried sludge removal with aeration equipment as a backup to the single existing domestic wastewater treatment unit, and grading and levee construction at two existing percolation ponds. Also included was the design of Supervisory Control and Data Acquisition (SCADA) equipment at three existing water wells and two existing sewer lift stations, a new sludge-drying bed with small sludge removal tractor, and the installation of oxygen probes to control blower speed and reduce energy cost. The District is hopeful to access future CDBG funds to construct the SCADA improvements, which will provide more efficient management of the District's water wells and sewer facilities.

**Housing Assistance Rehabilitation Program - \$184,846 CDBG**

This County program, funded by CDBG, assists low income homeowners by providing no-interest loans to rehabilitate their homes in order to bring them up to proper building code health and safety standards. This also includes improving (i.e. deepening) the home's existing water well and/or drilling a new well, if necessary. This program routinely assists residents whose wells have been affected by the persistent drought.

**ARE THERE ANY ATTACHMENTS?**

Yes, see attached.

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City of Sanger

2015

One Voice Regional Priorities Washington, DC

Submitted by: Brian Haddix



## **SANGER JOB TRAINING PROGRAM**

### **SHORT INTRODUCTION:**

In partnership with local businesses, the City of Sanger is committed to growing a higher skilled workforce in order to increase the competitive advantage of businesses, promote a healthy economy for the City of Sanger, and to increase the number of local residents obtaining a marketable and industry-recognized skill, with special emphasis on unemployed, underemployed, and those yet to enter the job market.

### **REQUEST SUMMARY:**

Funds for developing Career Technical Educational Training Programs for specific skill certifications, grants or other funding mechanisms for allocating funds and/or cost-sharing programs to area businesses who provide internships for those participating in the vocational program(s).

#### **1. City of Sanger requests Fresno COG to advocate for funding for Career Technical Training in FY2015-16**

### **REQUEST BACKGROUND:**

As announced in the January 30, 2014 Presidential Memorandum, "it is critical that the Federal Government ensure that its policies and programs in the workforce and training system are designed to equip the Nation's workers with skills matching the needs of employers".

This same philosophy of job-driven training is echoed in a survey of American manufacturers conducted by Deloitte Consulting LLC's and published in October 2011. The report states that workforce shortages or skills deficiencies is among their (manufacturing businesses) most difficult issue – in other words, they have a need in finding employees with skills to meet their particular need.

Reedley College and Fresno City College both have established "Career Technical Education" Programs in which certificated programs are offered. The city of Sanger has developed a fundamental mechanism in which partnerships are formulated with employers and industries to job-driven training programs offered through local community colleges, Proteus, and the Workforce Investment Board.

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Funding for Career Technical Training that has a direct link with the specific skills needs of businesses operating within the San Joaquin Valley, will have a positive impact on retaining and growing the industrial and manufacturing base in the Valley. Referencing responses from the Deloitte publication, "Seventy-four percent of respondents indicated that workforce shortages or skills deficiencies in skilled production roles are having significant impact on their ability to expand operations or improve productivity", citing these types of jobs require training in the various fields of machinist, operators, technicians, craft workers, and the like.

Filling these "vacant" jobs reduces unemployment, increases personal spending power, and provides the skilled workforce necessary for business growth and development – all of which creates an economic development benefit and strengthens the overall economy.

### **ARE THERE ANY WATER POLICY CONNECTIONS?**

No

**ARE THERE ANY ATTACHMENTS?**

Deloitte/The Manufacturing Institute: A report on talent in the manufacturing industry  
"Boiling Point? The skills gap in U.S. Manufacturing"

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**Boiling point?**  
**The skills gap in U.S. manufacturing**





# Does manufacturing have the talent it needs to perform in the global marketplace?

The past year has shown a renewed attention to the future of the manufacturing industry in the United States. In the media, in online conversations, and in person, people are wondering whether the U.S. has what it takes to compete, and whether we can and should rededicate ourselves to strengthening the manufacturing sector in the face of increased global competition and persistent economic challenges.

A strong manufacturing base has been fundamental to the economic success and effectiveness of the U.S., and we see little evidence of that changing. That's one reason why, year after year, studies continue to show that Americans remain stalwart in their support of a strong manufacturing industry. Our own recent joint study on U.S. public opinions of manufacturing<sup>1</sup> found that throughout one of the most turbulent periods in U.S. economic history, public views on the importance of manufacturing – both in terms of its role in the U.S. economy and its function as a job creation engine – have remained strong. Moreover, the manufacturing industry continues to be widely recognized as an indicator of the health of the U.S. economy.

As many U.S. manufacturers look to regain momentum, they will likely face some well-documented challenges. Not least among these is the issue of talent. This is not new – for years, manufacturers have reported a significant gap between the talent they need to keep growing their businesses and what they can actually find. Deloitte Consulting LLP and the Manufacturing Institute have renewed the Skills Gap study, conducted in July and August, 2011, seeking to answer several important questions about the nature of the skills and talent gaps in manufacturing today:

- What impact is the skills gap having on company performance?
- Although the skills gap issue isn't new, how is it evolving in the face of continued economic and competitive challenges? Which manufacturing jobs are being affected the most?
- What does the future of talent look like? What upcoming trends are companies preparing for today? How fast are these changes happening?

This Skills Gap report is the first of a series of studies that will examine these issues and more. This report seeks to address the questions posed above and provides an overview of the issues facing manufacturers today. Subsequent studies will focus on specific issues such as training and education, talent management, and community collaboration.

Overall, our survey findings are remarkably consistent with previous Skills Gap studies, with 67% of respondents reporting a moderate to severe shortage of available, qualified workers and 56% anticipating the shortage to grow worse in the next three to five years. In addition, our survey indicates that 5% of current jobs at respondent manufacturers are unfilled due to a lack of qualified candidates. These results underscore the tenacity of a worsening talent shortage that threatens the future effectiveness of the U.S. manufacturing industry. When asked to look ahead three to five years, respondents indicate that access to a highly skilled, flexible workforce is *the* most important factor in their effectiveness, ranked above factors such as new product innovation and increased market share by a margin of 20 percentage points. It's not just that manufacturers are concerned about talent today. This has been a serious issue for years, which begs the question of what must be done differently in order to achieve the right results.

It doesn't help that today the skills gap is hitting where it hurts the most. Manufacturers are having the hardest time filling skilled production jobs that fuel their ability to innovate and grow, even in the face of high unemployment. By that same token, their efforts to develop the skills of current employees are falling short. Meanwhile, the manufacturing industry itself is evolving at such a rapid clip that companies are putting themselves at risk of falling behind too far, too fast.

A closer look at the survey results turns up a few surprising insights into the talent gap and how manufacturers are responding. Here are several highlights.

## **The hardest jobs to fill are those that have the biggest impact on performance.**

Shortages in skilled production jobs – machinists, operators, craft workers, distributors, technicians, and more – are taking their toll on manufacturers' ability to expand operations, drive innovation, and improve productivity. Seventy-four percent of respondents indicated that workforce shortages or skills deficiencies in skilled production roles are having a significant impact on their ability to expand operations or improve productivity. Unfortunately, these jobs require the most training, and are traditionally among the hardest manufacturing jobs to find existing talent to fill.

<sup>1</sup> Deloitte and The Manufacturing Institute. Unwavering Commitment: The Public's View of the Manufacturing Industry Today. September 2011.

**While they recognize the importance of recruiting and developing talent, many manufacturers depend on outdated approaches for finding the right people, developing their employees' skills, and improving their performance.**

At a time when finding the right talent for the job has become so difficult, the spotlight shines even more brightly on recruitment and development efforts. After all, if manufacturers can't bring in talent with the skills they need, they can take steps to expand the skills base of their existing workforce. The bad news is that while most manufacturers have some tools in place to address these challenges, they are depending on outdated, informal methods such as word-of-mouth recruiting. When it comes to training, there is also considerable room for improvement.

**High unemployment is not making it easier to fill positions, particularly in the areas of skilled production and production support.**

There's no way around it: respondents report, on median, that 5% of their jobs remain unfilled simply because they can't find people with the right skills. Translated to raw numbers, this means that as many as 600,000 jobs are going unfilled, a remarkable fact when the country is facing an unemployment rate that hovers above 9%. Respondents separately report that the national education curriculum is not producing workers with the basic skills they need – a trend not likely to improve in the near term.

**The changing nature of manufacturing work is making it harder for talent to keep up.**

Over the past five years, most manufacturers have redesigned and streamlined their production lines while implementing more process automation. In short, as the industry has changed, the nature of work that it requires is changing as well. It's happening fast, and manufacturers will continue to expect more from their employees. Unfortunately, respondents report that the number one skills deficiency among their current employees is problem solving skills, making it difficult for current employees to adapt to changing needs.

**The skills gap is expected to take the biggest toll on skilled production jobs, and will likely widen as time passes.**

When asked where the skills gap is likely to hurt the most as respondents look to the future, they identify skilled production jobs by a wide margin. Fully 80% of respondents indicated that machinists, operators, craft workers, distributors, and technician positions will be hardest hit by retirements in the upcoming years. At the same time, companies expect the skilled production group to be the hardest to find in the job market.

#### **What now?**

The respondents indicate the skills gap is an issue that has reached the boiling point. The same old approaches aren't enough to close the gap. Manufacturers should pursue more creative approaches to recruitment and talent management to make sure they have the skilled personnel they need to win in the future. For example, workforce planning is important. But, on its own it's not enough to deliver what manufacturers need. Fresh approaches in areas such as employer branding can generate big results when pursued in tandem with more traditional approaches. Similarly, many manufacturers are using many of the same approaches to talent development that were being employed a decade ago. New performance tools and formal processes should be playing a larger role in any manufacturer's talent management plan.

The manufacturing industry can't solve all of its talent challenges on its own. Government agencies and educational institutions have roles to play as well, creating a clear path for students to receive the right skills and training to prepare them for a career in manufacturing. That's easier said than done in an industry environment that is evolving faster than at any point since its beginning. It will require new levels of collaboration between each of these players.

While the results of this survey may appear dire, in reality each of these challenges is surmountable. The U.S. has among the largest, strongest manufacturing industries in the world, and has demonstrated its ability to innovate and adapt time and time again. Now it's time to show the world once again why there is no better place for manufacturing than the United States.

# The performance imperative

For manufacturers, the skills gap issue isn't just influencing how they run their businesses today. Just as important, it's affecting their ability to grow and perform well into the future. While manufacturers may recognize this link, our survey results show that many don't have a detailed accounting for exactly where and how performance is affected on a day-to-day basis. This makes it that much harder for them to address such challenges in a meaningful way.

## Tools of the trade

Consider how surveyed manufacturers responded when asked which workforce factors they take into account when planning corporate strategy. Workforce planning and labor costs stand out as the dominant issues influencing strategic planning (see Figure 1). It's an encouraging sign that workforce planning tops the list, but it may also mask a wide range of capabilities that many companies include in the "workforce planning" category. For example, labor demand forecasts don't offer the ability to assess labor supply or perform scenario analyses that can help the company shift effectively to meet changing business conditions.

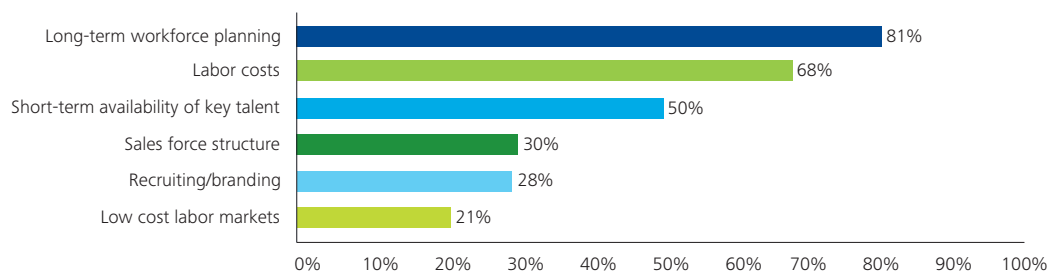
This finding also seems to belie other results in the survey indicating that informal methods of performance management and recruiting are among the most common approaches to how companies address their skills gaps. Meanwhile, potentially innovative approaches – employer brand development, for instance – lurk near the bottom of the list of factors being considered.

## Where it hurts the most

When it comes to how the skills gap affects the competitive ability of manufacturers, respondents indicated strong impacts across a variety of areas. When talent and skills gaps affect production and quality levels or development and innovation, it's a concern regardless of how you define it. Specifically, respondents don't have the skilled production personnel and supporting team members they need to maintain high production and quality levels, with 51% of respondents indicating this as the most challenging issue resulting from the skills gap (see Figure 2). Not surprisingly, it is most acute among small- to mid-sized manufacturers, with 60% of companies in the 500 to 1000 employee range singling it out as their most difficult issue. Digging deeper, respondents in certain industries highlighted slightly different issues. For example, in the life sciences and medical devices and technology, media, and telecommunications categories, effective sales and marketing had a much higher response rate as a top-three issue.

The workforce segments that are hardest to find are those that impact operations the most and require the most training. From machinists and craft workers to industrial engineers and planners, the talent crunch in these critical areas is taking its toll on manufacturers' ability to meet current operation objectives and achieve longer-term strategic goals (see Figure 3).

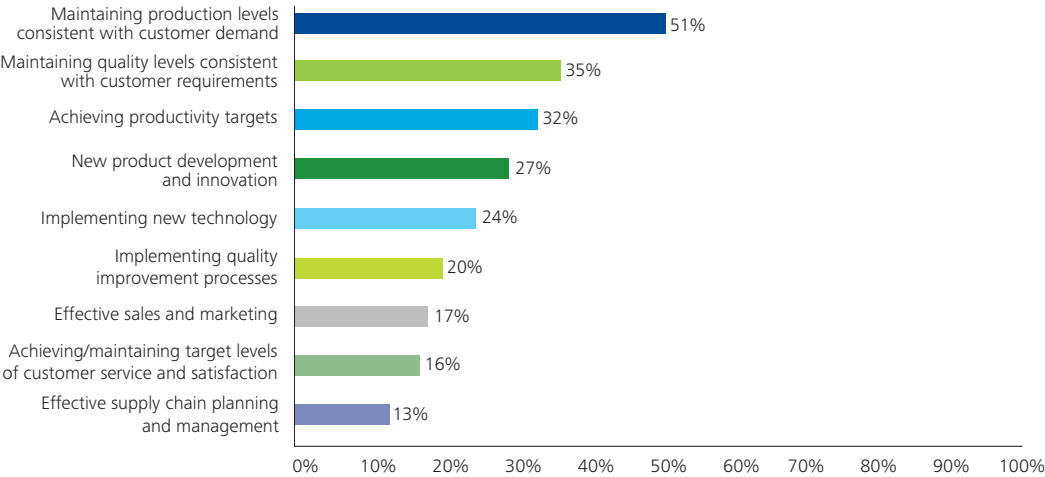
**Figure 1: What workforce-related factors do you consider when setting your corporate strategy?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

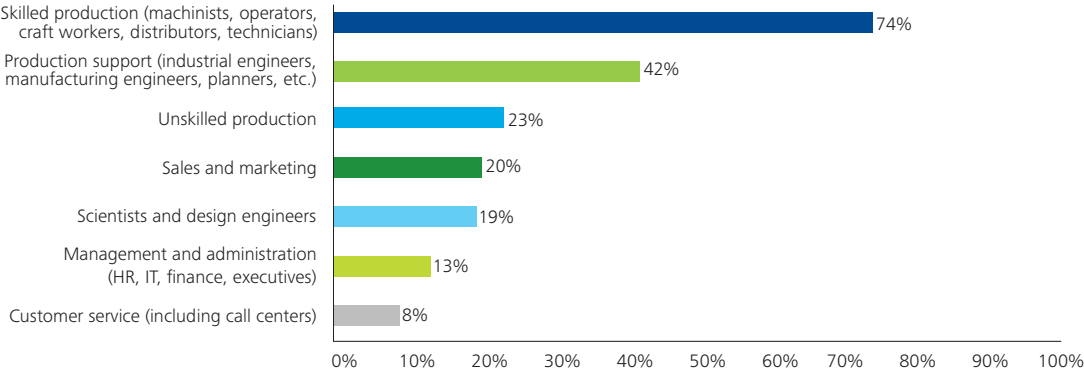
Source: Copyright 2011  
Deloitte Development LLC and  
The Manufacturing Institute

**Figure 2: In which of the following operational areas has your company experienced the most difficulty due to workforce shortages or employee skill deficiencies?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

**Figure 3: For which employee segments have workforce shortages or skill deficiencies had a significant negative impact on your company's ability to expand operations or improve productivity?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.



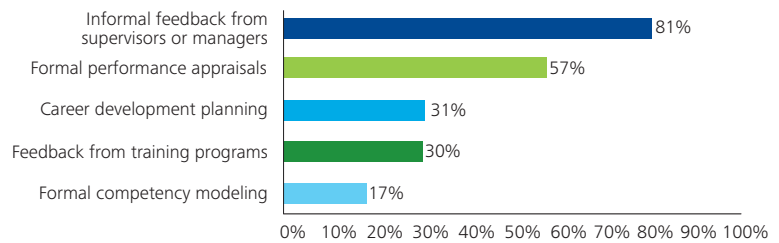
## Developing talent

Finding people with the required skills is only part of the equation. Respondents are also looking to develop their current talent in order to close the skills gap and outperform the competition. While most of the respondents we surveyed indicated that they have performance management tools in place, they are still relying heavily on informal methods. This isn't a new trend – our 2005 Skills Gap study reported virtually identical results. These results vary by company size and industry, of course. Respondents from life sciences and aerospace and defense companies report a higher reliance on formal performance appraisals, while respondent-companies with more than 5,000 employees from other industries depend more heavily on career development planning. Interestingly, the use of competency modeling, while higher among larger companies, is still relatively low when compared with other approaches (see Figure 4).

To make a significant impact, approaches such as competency modeling should be considered by manufacturers to gain momentum in their internal talent development efforts. Career development programs and competency models, for instance, can be an invaluable tool in aligning employees' expectations with those of their employers when it comes to the knowledge, skills, and abilities required. But today, only 31% of respondent-companies report having formal career development, and only 17% of the respondents report using competency model tools.

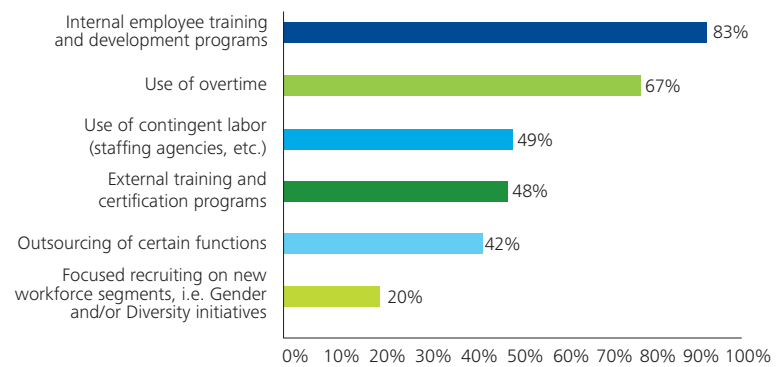
Clearly, many manufacturers are investing in training programs. But the evidence suggests that these programs are falling short of their goals. Two-thirds of the respondents said they're relying on overtime, while nearly half used third-party labor to close the skill gaps (see Figure 5). These methods are costly, inefficient, and can add up to a big drag on overall performance. The responses to this question are remarkably consistent across industry groups, indicating a need across the board to embrace more analytical and innovative means of dealing with skills gaps.

**Figure 4: From which of the following methods or techniques does your company identify and react to those skills gaps which most impact your company**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

**Figure 5: Which methods do you currently use to mitigate existing skill gaps?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

## Readily available tools

Many manufacturers are skeptical about the ability of training to close the skills gap. It's true that training alone isn't enough, but it does have an important role to play. One problem is that without competency models or targets in place, it's hard for manufacturers to measure the impact of training efforts. Also, smaller manufacturers may not be able to support development of competency models. Fortunately, there are readily available tools created specifically for this purpose, such as the NAM-endorsed Manufacturing Skills Certification System, which can help manufacturers provide their workers with the required range of skills to compete. No matter which approach is used, the bottom line is that manufacturers need to more effectively understand what skills they really need, and then use targeted training approaches to make sure their workforce is prepared to deliver.

Source: Copyright 2011  
Deloitte Development LLC and  
The Manufacturing Institute

# Skills gap: Current snapshot

After making difficult workforce-related decisions during the global recession, our results show that manufacturers are thinking about hiring again – even in a long, painfully slow recovery. That puts the skills gap in the spotlight once again. But what are manufacturers facing as they look to reinforce their labor pool? As noted previously and shown in Figure 6, 67% of respondents indicate a moderate to severe shortage in qualified workers overall. A deeper look at the data indicates that the issues are more severe for certain critical workforce segments.

## **Important roles are not getting any easier to fill**

Respondents have noted that their most significant needs today are in the skilled production sector, which will also face the largest skills shortages in the near future. Eighty-three percent of companies indicate a moderate to serious shortage of skilled production workers and 69% of companies expect this shortage to worsen over the next three to five years (see Figure 6).

Manufacturers face challenges in other technical job classifications such as engineering technologists and scientists, with moderate to severe shortages at 60% and 50% of surveyed companies, respectively. Again, the situation for these employment categories is expected to worsen in the near term. This will present a serious problem in a few years as more and more workers retire – and their employers know that. As shown in the next section, 75% of respondents indicated that pending retirements and an aging workforce will have the most significant impact among skilled production workers, with 40% saying it will be significant for production support.

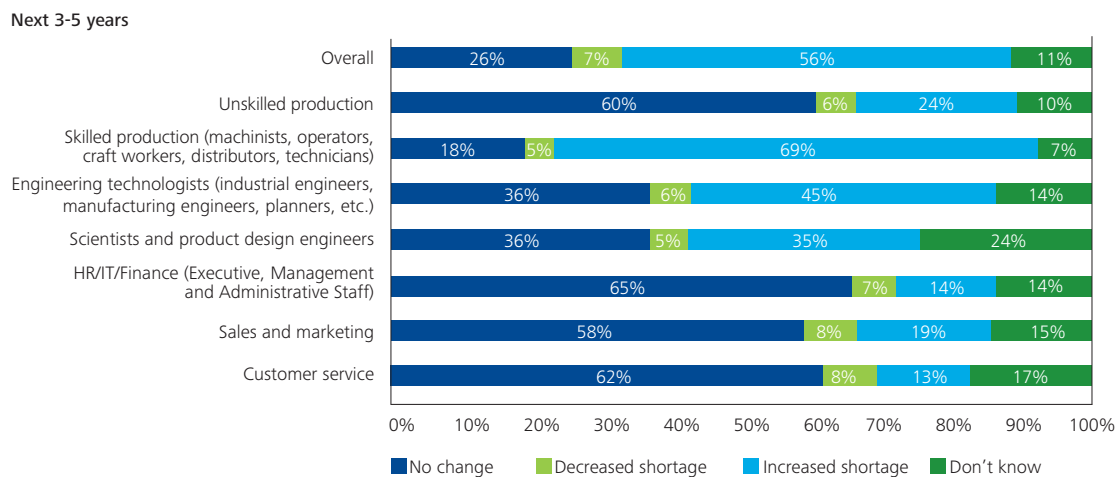
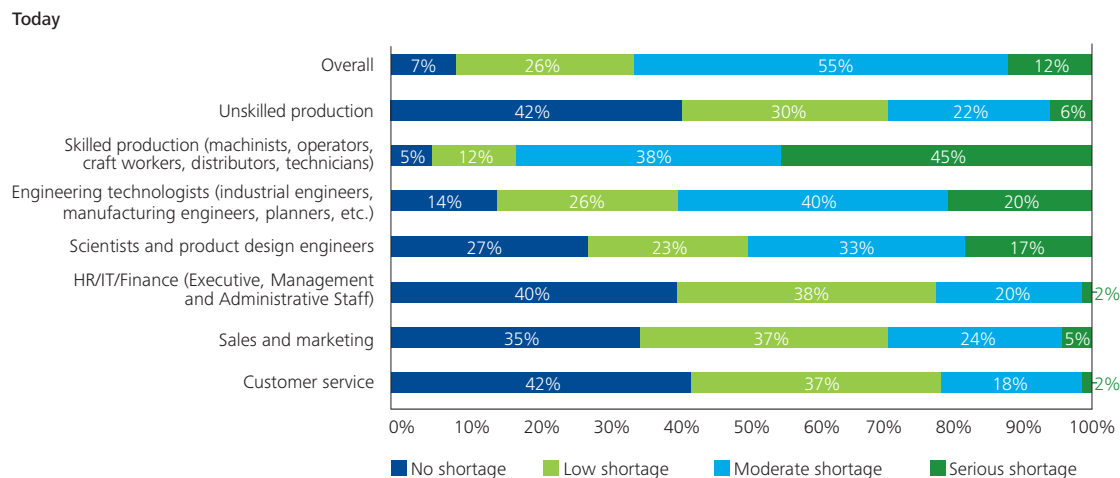
Exacerbating the issue is the stubbornly poor perception of manufacturing jobs among younger workers. Our recent public opinion survey on manufacturing found that among 18-24 year-olds, manufacturing ranks dead last among industries in which they would choose to start their careers.<sup>2</sup> Combined with the results above, this leaves the manufacturing industry with some steep challenges related to business operations. Over 70% of respondents indicate an increase or no change over the past five years in how the current skills shortage negatively impacts critical functions like new product development, implementation of new technologies, or attaining productivity targets (see Figure 7).

## **Focusing on the next generation**

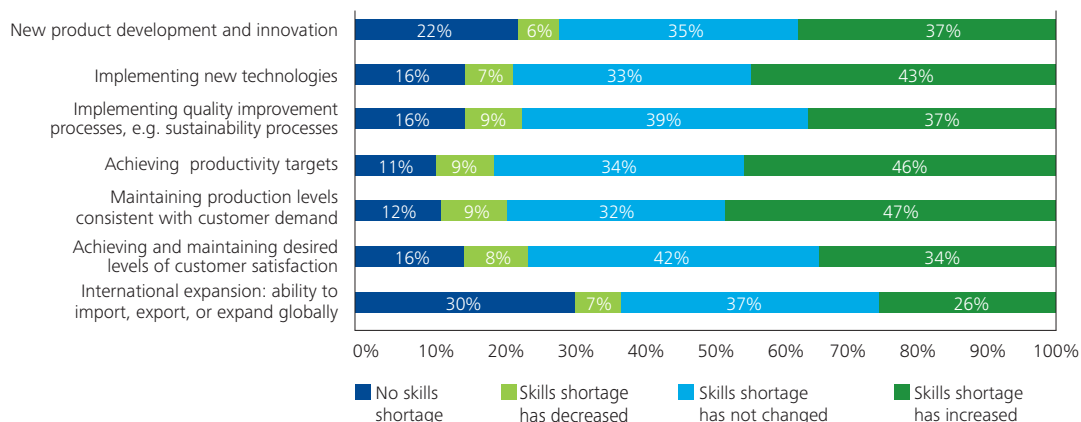
San Antonio manufacturers recently partnered with the Alamo Community Colleges to introduce high-school juniors and seniors to manufacturing careers and higher education by completing an industry-driven curriculum to develop work ready skills in manufacturing. The dual-credit program incorporates classroom instruction with hands-on learning in a state-of-the-art facility and allows participating students to graduate high school with up to 35 credits, a National Career Readiness Certificate (NCRC), and the Production Technician Certification from the Manufacturing Skills Standards Council (MSSC). Local manufacturers provided significant input into program design and curriculum and local industry groups offer job internships valued as high as \$2,800. The San Antonio manufacturers also recruit Academy graduates for job opportunities in their facilities in manufacturing production operations and facilities maintenance.

<sup>2</sup> Deloitte and The Manufacturing Institute. Unwavering Commitment: The Public's View of the Manufacturing Industry Today. September 2011.

**Figure 6: Please select the option that best describes the availability of qualified workers for the following workforce segments at your company today, and indicate if you anticipate the shortage to increase, decrease, or not change over the next 3-5 years:**



**Figure 7: If a skills shortage has been identified in your company, please indicate how this shortage trend has impacted each of the following areas during the past five years:**



Source: Copyright 2011  
Deloitte Development LLC and  
The Manufacturing Institute

### Changing nature of work

The skills gap problem comes into sharper focus when considering the changing nature of manufacturing work during the past five years. Many manufacturers have redesigned and streamlined production lines while increasingly automating processes. While some remaining job roles will require less technically skilled workers, ironically, these trends and innovations actually demand more skilled workers, such as maintenance engineers. This changing nature of work is consistent across industries and companies of different size, and can make it difficult for workers to keep up with employment demands (see Figure 8).

### Critical thinking: Beyond technical training

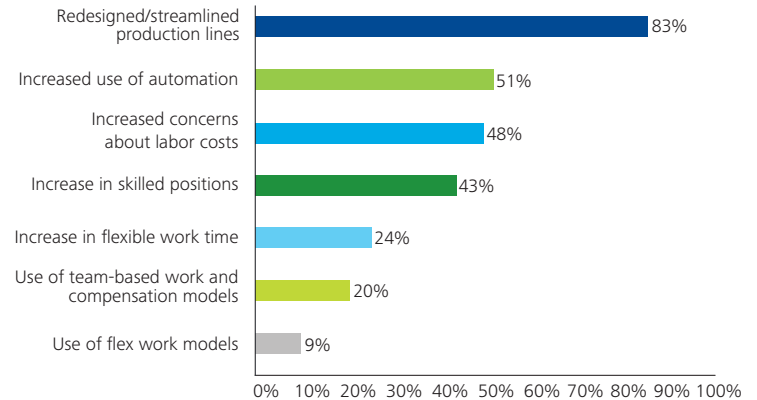
Many industries, not just manufacturing, are feeling the talent crunch. It's been widely reported that high school students have demonstrated a lack of proficiency in math and science. But when we asked respondents what they considered to be the most serious skill deficiencies in their current employees, inadequate problem-solving skills topped the list. It was followed by a lack of basic technical training and inadequate basic employability skills (see Figure 9). Notably, inadequate math, reading, and writing skills weren't seen as being as serious as other concerns.

While the national curriculum may be discretely addressing certain skills, there continues to be a lack of broader problem solving abilities. Many manufacturers and other employers are learning that skills such as critical thinking not only allow an individual to digest, analyze, and communicate information, but are needed across a broad range of disciplines.

### The unemployment paradox

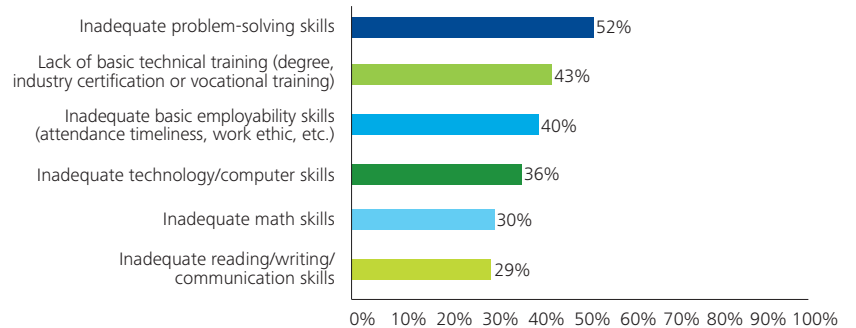
In an attempt to translate the factors described previously into real numbers, we asked respondents how many actual jobs went unfilled due to a lack of qualified applicants. We found the median value of unfilled jobs is 5% among the survey's nearly 1,100 respondents. Think of it this way: as many as 600,000 well-paying jobs are going unfilled while the national unemployment rate hovers around 9%. As discussed above, these results will likely get worse. But like in our 2005 and 2009 surveys, we continue to see that many manufacturing companies are still using the same tactics to address the same problem. Manufacturers can help by improving training and recruiting, but they can't do it on their own. To some degree, it may require a national movement, which could include public policy changes, to help address the skills gap concerns.

Figure 8: To what extent has the nature of work changed during the past five years?



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

Figure 9: What are the most serious skill deficiencies in your current employees?



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

Source: Copyright 2011  
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The Manufacturing Institute

# Future forward

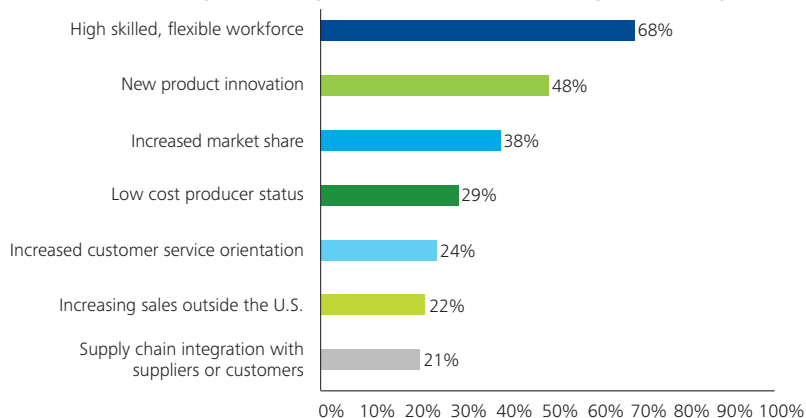
The manufacturing industry is undergoing a rapid evolution, spurred on by technology advances, globalization, and shifting demographics. What do manufacturers expect to happen when it comes to talent in the future, and how are they preparing to come out on top? Are manufacturers taking the right steps to prepare for even greater skills gaps in the future?

## The changing workforce

The changing nature of work, and the ensuing need for improved workforce skills, has become a focal point for companies as they plan for their future results. When asked which factors would help improve their businesses the most over the next five years, a highly skilled and flexible workforce topped the list for manufacturers, ranking ahead of product innovation, increasing market share, low-cost producer status, and even supply chain integration with suppliers, among other factors (see Figure 10). In an era when many companies have spent significant time and resources to streamline operations and improve innovation and customer service, this result highlights the effort that should be considered by most manufacturers to combat the expected severity and impact of future skills gaps.

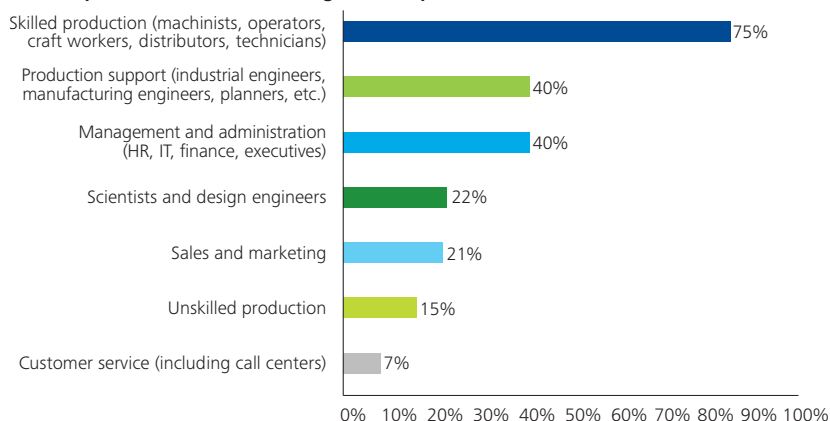
This may be an area of concern to manufacturers since retaining, hiring, and developing that skilled workforce will likely be difficult in the face of aging demographics. As more and more older and experienced employees retire, finding younger talent to replace them has become increasingly difficult, exacerbating the talent crunch. The anticipated retirement exodus could seriously hurt manufacturers in specific workforce segments over the next five years. The areas of skilled production (machinists, operators, and technicians) and production support (industrial and manufacturing engineers, and planners) would be hardest hit according to survey respondents (see Figure 11). Manufacturers are also feeling the pinch when it comes to highly specialized and innovative employees, such as scientists and design engineers. Their shortage could affect new manufacturing processes and production development (see Figure 12 on the page 10).

**Figure 10: Given the change in the economy and business environment, which of the following will be most important to your company's future business success during the next 3-5 years?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

**Figure 11: Retirement challenges: In which workforce segments will the aging workforce and anticipated retirements have the greatest impact?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

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The Manufacturing Institute

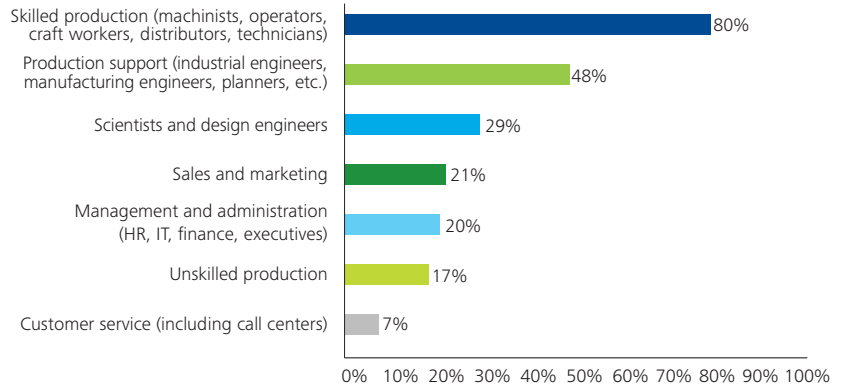
### Innovate to get innovative workers

Finding a skilled workforce at the desired cost is critical to continued viability, growth, and innovation. And as shown by responses, many companies expect innovation to have a heavy impact on employees, particularly as it relates to new process and products (see Figure 13). However, many are still applying the same old methods to address this rapidly changing workforce and talent gap. For example, only 20% of respondents to a recent talent management survey said they're focusing on recruiting for their particular needs.<sup>4</sup> It's going to take much more than that.

Many leading companies say it's crucial to develop an innovative workforce plan, create a talent pipeline, and engage employees – both current and future – to remain competitive. Most top talent leaders say an effective plan should connect business and talent goals, provide ways to measure progress and performance, and leverage technology to help recruit and retain talent.<sup>5</sup>

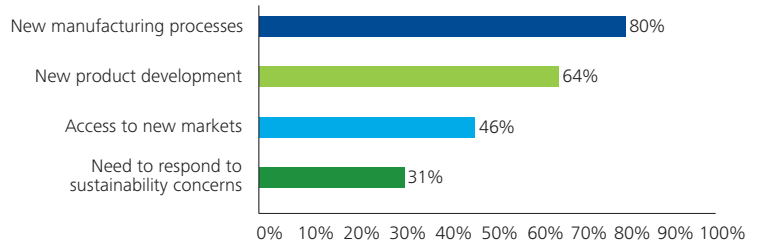
<sup>4</sup> <sup>5</sup> Deloitte. Talent Edge 2020: Blueprints for the New Normal. December 2010.

**Figure 12: Hiring Challenges: In which workforce segments do you anticipate the greatest hiring challenges during the next 3-5 years?**



Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

**Figure 13: How does innovation impact your workforce?**

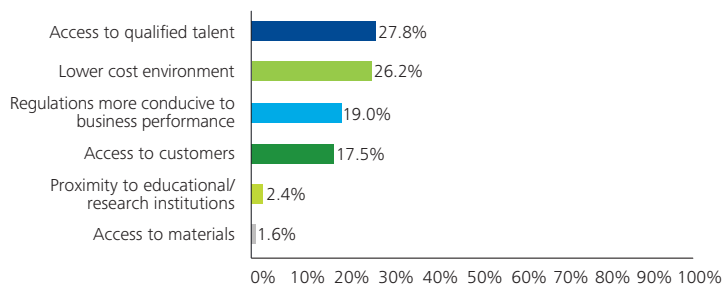


Note: This is a multiple selection question, percentages may not add to 100%. Base used is 1123.

### Geographic strategies

Manufacturers have undertaken a range of strategies to address their skills and cost needs, including geographic shifts of workforce and operations. When asked whether they are currently considering a substantive shift in workforce location, 11% of respondents said they were. Their reasons vary widely. As shown in Figure 14, responses were split evenly between access to qualified talent and a lower cost environment. While this may not be surprising, it is interesting that more innovative approaches such as proximity to educational and research facilities are given much less attention.

Figure 14: What is the most important consideration when selecting a geography?



Note: This is only applicable to respondents that stated they were considering moving which was 11% of total.

### Paths to closing the gap

There's no one magic solution that can address growing skills gap concerns among manufacturers. Larger forces, such as globalization and technology, will continually change the landscape, and employers should consider shifting accordingly. Some issues may need to be addressed through public policy involving many more stakeholders. However, there are some demonstrated methods manufacturers can take to mitigate the gap.

Knowledge management plans and solutions can address the brain drain as older workers retire, taking with them valuable knowledge and experience. Capturing critical information through technology and passing it on to newer and younger workers can help reduce training time, can improve collaboration and communication, and even help companies get to market faster by leveraging previous programs.

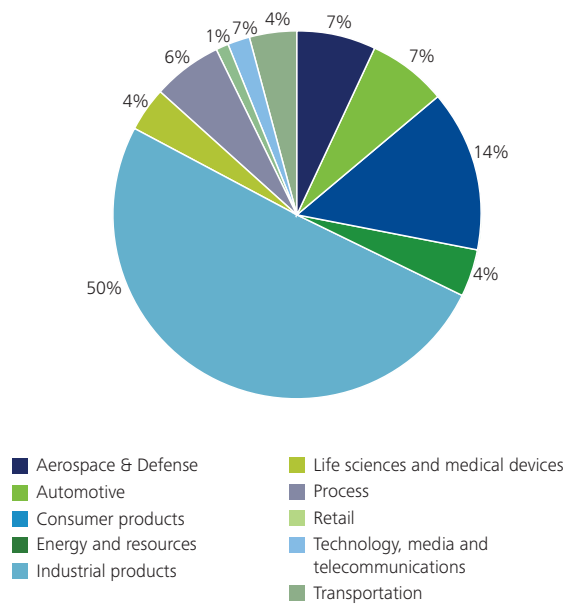
Older workers can also gradually scale back their hours as they phase into retirement or even work as a part-time pensioner while helping younger colleagues gain the right knowledge and skills. Manufacturers and skilled trades have historically used apprenticeship programs to pass on specialized skills from an experienced craftsman to a new worker. And through mentoring programs, whether informal or established by a company, experienced workers can provide coaching and advice to less experienced colleagues. Employers have also leveraged their local community colleges or trade schools to supplement employee skills.

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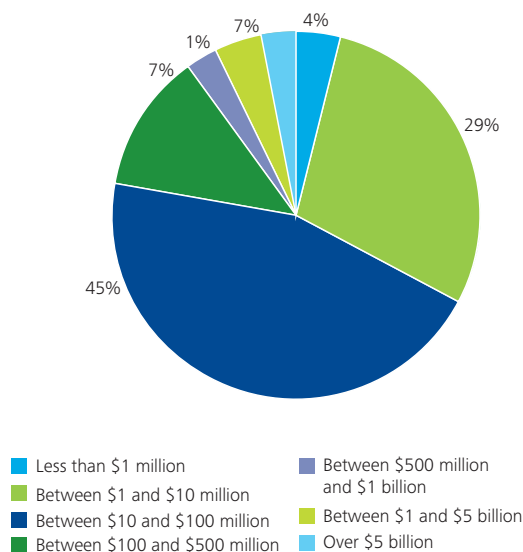
# Methodology

This survey was commissioned by Deloitte and The Manufacturing Institute, and was conducted online by Deloitte during July and August of 2011. The survey polled a nationally representative sample of 1,123 executives across fifty states and has a margin of error for the entire sample of +/- three percentage points.

**Figure 15: Participating company primary industry classification**



**Figure 16: Participating company size, based on annual revenue**



Source: Copyright 2011  
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The Manufacturing Institute



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# **United States Department of Transportation – Consistent Policies for Targeted Hiring Programs and Workforce Development Funds**

## **ABSTRACT**

Federally-funded public infrastructure projects have the potential to produce multiple economic benefits, including employment opportunities, for the nation's most 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 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.

## **BACKGROUND**

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 administration units – 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 targeted hiring initiatives 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**

We request that a uniform policy pertaining to focused hiring programs is developed and implemented by all administration departments within the 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.

**County of Fresno  
2015**

**One Voice Regional Priorities Washington, DC**

**Submitted by:**

**Margaret Mims, Sheriff-Coroner**

## **FUTURE FUNDING FOR THE STATE CRIMINAL ALIEN ASSISTANCE PROGRAM (SCAAP)**

### **SHORT INTRODUCTION:**

Request continuation of funding to the local jail to partially offset the cost of incarcerating criminal aliens arrested by any of the Local, State and Federal law enforcement agencies within Fresno County.

### **REQUEST SUMMARY:**

Advocate for a long-term authorization and increased funding for the State Criminal Alien Assistance Program (SCAAP) to assist Fresno County with costs incurred for incarcerating undocumented criminal aliens.

### **REQUEST BACKGROUND:**

Despite the rising costs of incarcerating undocumented criminals, funding for SCAAP has sharply declined over the years. Since 2000 the program's funding has been reduced 70 percent while state and local detention costs, as well as the number of jurisdictions applying for the program, have significantly increased.

The Administration's FY2015 budget request does not include any funding for the program. Congress addressed the same situation in the FY2014 budget and included \$180,000,000 for SCAAP, 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 the local police departments, Sheriff, State or Federal agencies within Fresno County. To qualify for the partial SCAAP 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. Even with SCAAP funding some of the daily jail costs for qualifying criminal aliens, the Sheriff must absorb the full detention cost of many criminal alien arrests that do not meet the SCAAP requirements.

SCAAP funding has decreased over the 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 to restore Correctional Officer positions lost during the recession.

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

### **ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Reduced costs of victimization to the citizens and businesses of the County when the full capacity of the Fresno County Jail System is available to house criminals.

### **ARE THERE ANY WATER POLICY CONNECTIONS?**

No

### **ARE THERE ANY ATTACHMENTS?**

The California State Sheriffs Association letter to the California Congressional Delegation in support of SCAAP funding.

### **CONTACT:**

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559-600-8800  
Steve.Wilkins@fresnosheriff.org



## California State Sheriffs' Association

Organization Founded by the Sheriffs in 1894

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*President*  
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Sheriff, Stanislaus County

*1st Vice President*  
Martin Ryan  
Sheriff, Amador County

*2nd Vice President*  
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Sheriff, Nevada County

Laurie Smith  
Sheriff, Santa Clara County

M. Carmen Green  
Chief Operations Officer

Nick Warner  
Policy Director

Martin J. Mayer  
General Counsel

December 4, 2014

Via Email

To: California Congressional Delegation  
cc: The Honorable Dianne Feinstein, U. S. Senator  
The Honorable Barbara Boxer, U. S. Senator

From: Stanislaus County Sheriff Adam E. Christianson, CSSA President  
Marin County Sheriff Robert T. Doyle, CSSA Legislative Committee Chair

### Re: CSSA Support for State Criminal Alien Assistance Program (SCAAP) Funding

As Congress prepares to finalize the funding for FY 2015, the California State Sheriffs' Association urges you to make the State Criminal Alien Assistance Program (SCAAP) one of your top priorities.

As you know, SCAAP is a formula grant program that reimburses states and localities for costs incurred for incarcerating undocumented aliens that have committed criminal acts. Under the law that created SCAAP, the federal government is required to take all criminal aliens into federal custody. If that is not possible, which has been the case since the program was created, the law calls for compensation of state and local incarceration costs.

We are concerned that funding for SCAAP has declined significantly despite soaring state and local detention costs, as well as dramatic increases in the number of jurisdictions applying for the program. Without sufficient SCAAP funding, state and local governments must shoulder the burden. For example, in California, the State and its counties continue to absorb significant unreimbursed public safety costs.

In light of the continuing cuts to SCAAP: a 70% reduction, from \$585 million in FY 2000 to just \$180 million in FY 2014, increasing incarceration costs, and a growing pool of applicants, it is imperative that Congress increase resources for SCAAP. Without adequate funding, our agencies will be faced with the difficult decisions of cutting other essential public safety functions.

By law, it is the responsibility of the federal government to provide the funding for SCAAP. We respectfully and urgently request your support to adequately fund this program. Thank you for your support of law enforcement and attention to this important request.

Respectfully,

Adam E. Christianson, CSSA President  
Sheriff, Stanislaus County

Robert T. Doyle, CSSA Legislative Committee Chair  
Sheriff, Marin County

AEC/RTD/cmc

cc: All California Sheriffs  
Carmen Green, CSSA Chief Operations Officer  
Nick Warner, CSSA Policy Director  
Cory Salzillo, CSSA Legislative Director  
Aaron Maguire, CSSA Legislative Counsel / Representative

Incorporated Jan. 20, 1948

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County of Fresno  
2015

One Voice Regional Priorities Washington, DC

Submitted by:

Vicki Crow, Auditor-Controller/Treasurer-Tax Collector  
Paul Dictos, Assessor-Recorder



## **CONTINUATION OF PAYMENTS-IN-LIEU-OF-TAXES (PILT)**

### **SHORT INTRODUCTION:**

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 2014, Fresno County received \$2,735,384 for 1,525,262 acres in tax-exempt federal lands and is slated to receive the same amount in fiscal year 2015. These funds are critical to Fresno County in provided needed services on these federal lands, including, but not limited to search and rescue operations, law enforcement, sanitation and road maintenance.

### **REQUEST SUMMARY:**

Fresno County respectfully requests that our representatives work with their colleagues to ensure that PILT is fully funded. Continuation of the Payment-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.

### **REQUEST BACKGROUND:**

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). PILT's mandatory spending was renewed for another year with the President's signature of the Agriculture Act of 2014 (PL 113-79), resulting in fiscal year 2014 program funding of \$437 million.

On December 17, 2014, the President signed the Consolidated and Further Continuing Appropriation Act, 2015 (PL 113-483) appropriating \$372 million in PILT program funding for FY 2015. The prior \$70 million in PILT funding from the National Defense Authorization Act of 2015 brings the total investment of \$442 million. However, this is 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 challenges 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 PILT is fully funded.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS? NA**

**ARE THERE ANY WATER POLICY CONNECTIONS? NA**

**ARE THERE ANY ATTACHMENTS? NO**

### **CONTACT:**

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