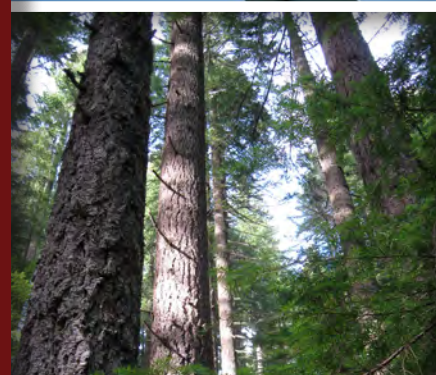




**2015  
Fresno COG One Voice  
Regional Priorities  
Summary**

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



## 2015 Washington D.C. Fresno COG One Voice Delegates

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

**Henry Perea**, Fresno County Board of Supervisors, Supervisor, District 3

**Robert Silva**, Mayor, City of Mendota

**Victor Lopez**, Mayor, City of Orange Cove

**Alma Beltran**, Mayor, City of Parlier

**Daniel Parra**, Mayor Pro Tem, City of Fowler

**Raul Villanueva**, Mayor Pro Tem, City of Parlier

**Lynne Ashbeck**, Council Member, City of Clovis

**Steve Wilkins**, Undersheriff, County of Fresno

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

**Brian Angus**, Chief Executive Officer, Fresno Economic Opportunities Commission

**Ed Dunkel**, President and Chief Executive Officer, Precision Civil Engineering, Inc.

**Lee Ann Eager**, President and Chief Executive Officer, Fresno County Economic Development Corporation

**Kris Balaji**, Vice President, Northern California Transportation, AECOM

**Jeffrey T. Roberts**, Vice President, Granville Homes

**Lydia Zabrycki**, Director of Business Partnering, Quad Knopf

**Vince DiMaggio**, City Manager, City of Mendota

**Israel Lara**, City Manager, City of Parlier

**Tony Boren**, Executive Director, Fresno Council of Governments

**Mario Santoyo**, Assistant General Manager, Friant Water Authority

**Paul McLain-Lugowski**, Chief Innovation Officer, Fresno County Economic Opportunities Commission

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

**Rachel Eslick**, Government Affairs Manager, Greater Fresno Area Chamber of Commerce

**Melissa Garza**, Principal Regional Planner, Fresno Council of Governments

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

### One Voice History

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

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

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

# 2015 One Voice Washington D.C. Regional Priorities Summary

## **Table of Contents**

<b>Water Policy Support Policy</b> .....	1
<b>Transportation Policy</b>	
Surface Transportation Reauthorization .....	3
High Speed Rail Training Facilities.....	4
<b>Agriculture Policy</b>	
Pest Prevention & Exclusion of Pests Programs .....	6
Agriculture Canine Inspection to protect agriculture from invasive pest introduction.....	6
Expand Drip Irrigation Funding Opportunities to Tenants .....	7
<b>Air Quality Policy:</b>	
Air and Health Quality Empowerment Zone Designation .....	8
<b>Community, Economic and Workforce Development</b>	
Economic Development and Redevelopment Support.....	9
Support Continued & Increased Funding of the Community Development Block Grant .....	10
Consistent policies for targeted hiring programs and workforce development funds .....	12
<b>Public Safety and Homeland Security:</b>	
Future Funding through the US Dept. of Justice, Bureau of Justice Assistance for the State Criminal Alien Assistance Program .....	13
<b>Continuation of Payments in Lieu of Taxes Program</b> .....	14
<b>Fresno COG 2015 One Voice Participant Contact Listing</b> .....	15



Fresno Council  
of Governments





# Water Policy Support Priority



## REQUEST SUMMARY:

Support for Federal legislation and funding to assist the San Joaquin Valley in dealing with continuing drought conditions, that, coupled with Delta pumping restrictions, result in the following:

- *Serious and negative economic impacts to farms, rural communities and low-income families. Continuation of Community Services Block Grant (CSBG) funding is critical to assure essential support for these low-income families who have lost their jobs and are struggling to pay for housing, utilities, and food.*
- *Failed ground water wells to farmers and rural communities need funding programs.*
- *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. This results 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*

## PRIORITY BACKGROUND:

Water continues to be the most critical issue faced by the San Joaquin Valley. This year, 2015, will be the fourth year of a historical drought for California and it 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 started 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 for water.

This practice has ultimately resulted in significant over drafting- similar to the days before the Central Valley Project (CVP) Friant and San Luis Units were built when serious land subsidence also occurred.

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



*Fallow farmland in Fresno County*

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 the 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 agricultural 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 much interest, energy, fortitude and cooperation from both our State and Congressional representatives. However, 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.

**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



Before: Indian Lakes May 2011



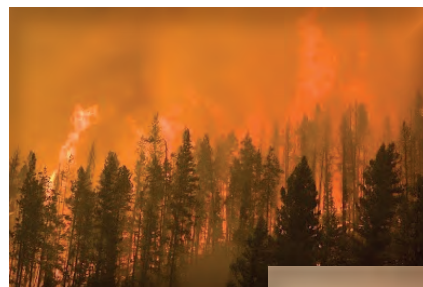
After: Indian Lakes September 2014

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.

As the dry trends continue, the impacts on air quality and health are getting worse.

Rain and wind from winter storms tend to cleanse the atmosphere, but with neither present, the air has become stagnated to the point of containing three times the federal limit of particulate matter. The Centers for Disease Control and

Prevention warns that particulates from pollutants like cars and airplanes hang in the air longer during a drought, as well as smoke from wildfires, carbon exhaust and dust making breathing conditions worse for those with chronic respiratory diseases. According to the University of California, Davis, "the residents of the San Joaquin Valley have asthma at twice the rate of people in other parts of the state". Despite considerable improvements to our Air Quality,



we need rain to help ameliorate the winter air of sooty particulates, a development blamed on warm, dry conditions and stagnant air.

Part of the extreme conservation measures that local jurisdictions and the state are enforcing are impacting the values on properties. Once lustrous green lawns are now brown and dry throughout the San Joaquin Valley as homeowners scale back their water use, but the exceptional drought conditions are having a much bigger impact on fighting fires. Residents are concerned about the drought and its effect on firefighting efforts. Small towns throughout the state that are running out of water are letting buildings just burn to the ground because there is not enough water to mix with fire retardant.



**CONTACTS:**

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

Mario Santoyo, Friant Water Authority  
 4969 E. Mc Kinley Avenue, Suite 201, Fresno CA. 93727



# Transportation Policies



## Surface Transportation Reauthorization

### REQUEST SUMMARY:

In crafting legislation reauthorizing MAP-21 the Fresno Council of Governments (Fresno COG) recommends the following principles, with particular emphasis on maintaining and supporting federal formula funding allocations to regions, and a national freight program that supports investments in Goods Movement.

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 Fiscal Year 2015 Budget recommends that an additional \$11M (of the total \$39M federal commitment) be appropriated for Fresno's Bus Rapid Transit (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.*
  - b. *Maintain and support federal formula funding allocations. The Veterans Blvd project is an example of the type of project that would benefit the entire Fresno County region if federal funds materialize. This facility is well underway in the design and right-of-way acquisition phases, and will benefit the region by addressing many ongoing acute issues in the area of goods movement, safety, traffic congestion and air quality. The project is the only remaining project identified in the Measure "C" Implementation Program, a local sales tax measure program, that has not been fully funded. The federal government previously invested transportation funds for this project. Therefore, it is imperative that the project be fully funded and constructed so that the region can reap the benefits of these investments.*
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 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. We ask that FTA revise the definition of eligible projects for the FTA Pilot Program for Transit Oriented Development in the next surface transportation reauthorization bill to ensure that projects with less than 50% fixed guideway are eligible to apply for funding.*
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.

### PRIORITY BACKGROUND:

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.



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.

#### **CONTACT:**

Tony Boren, Executive Director  
Fresno Council of Governments  
2035 Tulare Street, Suite 201, Fresno, CA 93721  
(559) 233-4148, ext. 204, tboren@fresnocog.org

## **High-Speed Rail Training Facilities**

#### **REQUEST SUMMARY:**

On January 6, 2015, with the official groundbreaking of the California High-Speed Rail project, the birth of high-speed rail occurred 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 firsthand experience of 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 received.

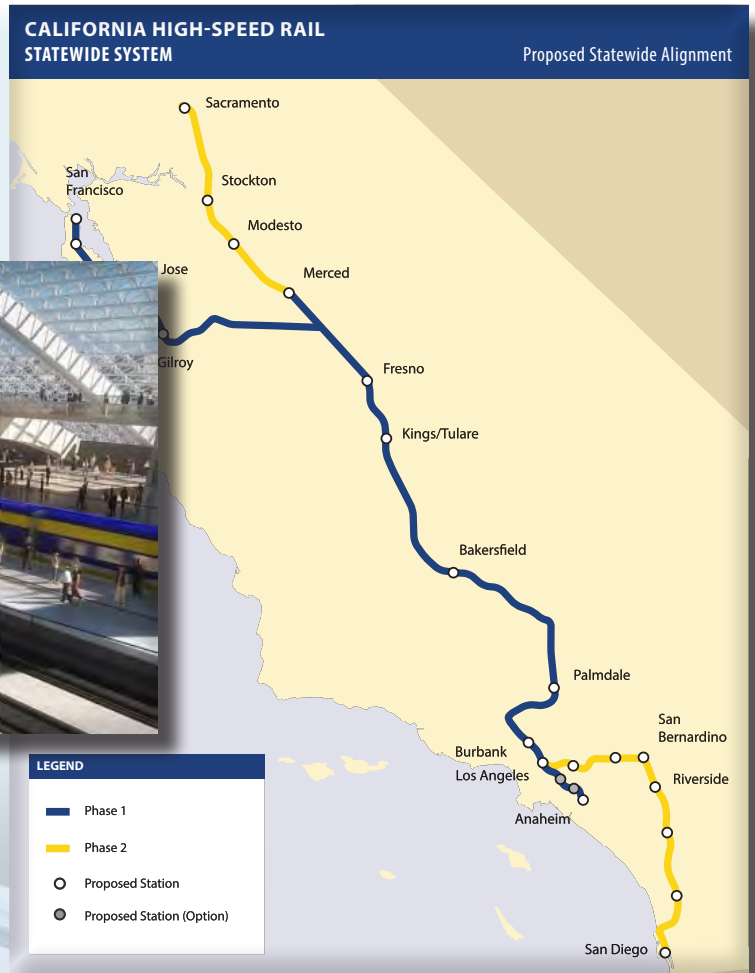


The high-speed rail training facility will prepare workers for the high-speed rail industry beyond construction, as well. It will be a major campus that teaches people to work on any and all aspects of high-speed rail. A permanent facility of this kind will be necessary to keep up with advancing technology, 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 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.



**PRIORITY BACKGROUND:**

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

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.

**CONTACTS:**

Henry Perea, Supervisor, District 3  
County of Fresno, Board of Supervisors  
2281 Tulare Street, Hall of Records, Room 300  
Fresno, CA 93721  
(559) 600-3000, [hperea@co.fresno.ca.us](mailto:hperea@co.fresno.ca.us)

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

Tony Boren, Executive Director  
Fresno Council of Governments  
2035 Tulare Street, Suite 201, Fresno, CA 93721  
(559) 233-4148, ext. 204, [tboren@fresnocog.org](mailto:tboren@fresnocog.org)

**Training**  
Knowledge, skills  
useful abilities. I  
backbone of co  
quired for a tr  
today





# Agricultural Priorities



## Pest Prevention and Exclusion of Pests Programs

### 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 Fiscal Year 2014-15 Fresno County received \$50,775 compared to \$92,712 in Fiscal Year 2009-10.

### PRIORITY BACKGROUND:

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 if, and when, they occur.



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 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 otherwise go 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.

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.

### CONTACTS:

County of Fresno Board of Supervisors  
2281 Tulare St. Room 301, Fresno CA 93721  
(559) 600-4000, vday@co.fresno.ca.us

Les Wright, Agricultural Commissioner  
County of Fresno, Agriculture Department  
1730 S. Maple Avenue, Fresno, CA 93702  
(559) 600-7510, lwright@co.fresno.ca.us

## Agriculture Canine Inspection to protect agriculture from invasive pest introduction

### 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.

### PRIORITY BACKGROUND:

California is a major producer of agricultural commodities that are 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.



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 while 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.

**ECONOMIC BENEFITS:**

If a pest becomes established, costs to prevent economic damage to agricultural commodities rises millions of dollars. 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.

**CONTACTS:**

County of Fresno, Board of Supervisors  
2281 Tulare St. Room 301, Fresno CA 93721  
559-600-4000, vday@co.fresno.ca.us

Les Wright, Agricultural Commissioner  
County of Fresno, Agriculture Department  
1730 S. Maple Avenue, Fresno, CA 93702  
559-600-7510, lwright@co.fresno.ca.us

**Expand Drip Irrigation Funding Opportunities to Tenant Farmers**

**REQUEST SUMMARY:**

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 Environmental Quality Incentive Program (EQIP) funding.

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

**PRIORITY 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 these 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 we ask that funds be set aside for tenant

and/or smallscale 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
- Funds to lease and/or purchase land during times of an officially-declared drought

**CONTACTS:**

Matt Leedy, Government Relations Manager  
Fresno Regional Workforce Investment Board  
2125 Kern Street, Suite 208  
(559) 375-5665, mleedy@workforce-connection





# Air Quality Priority



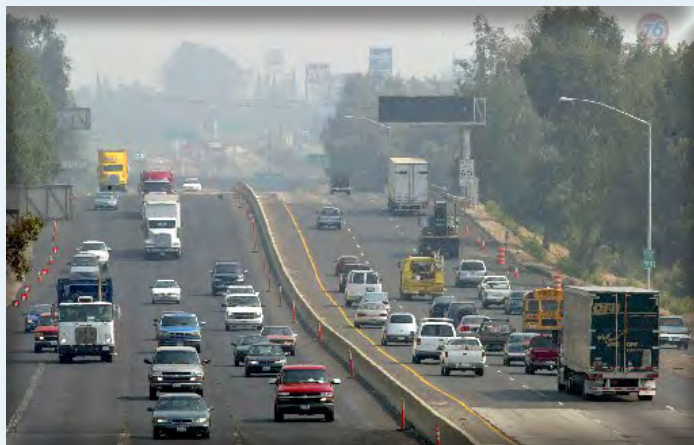
## Air and Health Quality Empowerment Zone Designation

### 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. The Air Pollution Control District or other local governmental entity (area entity) authorized to regulate air quality for the area would nominate the area for such designation, 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.

### PRIORITY BACKGROUND:

The San Joaquin Valley continues to experience some of the worst air quality in the nation, especially ozone and Particulate Matter 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, addressing 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 nonattainment 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.

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.

### CONTACT:

County of Fresno, Board of Supervisors  
2281 Tulare St. Room 301, Fresno, CA  
(559) 600-4000, vday@co.fresno.ca.us



# Community, Economic and Workforce Development Priority



## Economic Development and Redevelopment Support

### REQUEST SUMMARY:

Legislation is requested whereby the Federal Economic Development Administration would oversee a program to provide federal funding (non-matching grants) directly to communities classified under the federal definition as “disadvantaged” or “severely disadvantaged” 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).



### PRIORITY BACKGROUND:

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

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 RDAs reallocated the total amount of property taxes in order to fund core public services.

For communities designated as “disadvantaged” under California state law 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 RDAs stripped 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 revenues, 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.

Furthermore, 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. 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 “economies of scale” allows them to undercut locally owned businesses. In this instance, a sales tax rebate offered by the municipality using federal funding would allow the locally owned business to be more price competitive.

### CONTACT:

Vince DiMaggio, City Manager, City of Mendota  
643 Quince Street, Mendota, CA 93640  
(559) 655-3291, [vincedimaggio@cityofmendota.com](mailto:vincedimaggio@cityofmendota.com)



## Continued and Increased Funding of the Community Development Block Grant Program (CDBG)

### REQUEST SUMMARY:

The Fiscal Year 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 Fiscal Year 2014 level. The proposed cut was much higher, but the funding decrease was minimized due to the hard work of NACCED, NACo and other members of the Community Development Coalition (supporter groups). Therefore, Fresno COG advocates for continued and increased funding to \$3.3 billion for CDBG in Fiscal Year 2016.

### PRIORITY BACKGROUND:

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

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

The CDBG program suffered a massive 17% cut in Fiscal Year 2011, and the program is at its lowest funding level since 1992. Such a cut has had devastating impacts at the local level which include staff layoffs, reduction in services, cancellation of much needed infrastructure and economic development projects, and activities that provide safe and affordable housing. CDBG is needed more than ever to help our low- and moderate-income communities.

### ECONOMIC 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 20th 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 sidewalks, curbs and gutters.

**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 existing asphalt concrete application of an asphalt crete 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.

**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.

**CONTACTS:**  
 County of Fresno Board of Supervisors  
 2281 Tulare St. Room 301, Fresno CA 93721  
 (559) 600-4000, vday@co.fresno.ca.us

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





## Consistent Policies for Targeted Hiring Programs and Workforce Development Funds

### REQUEST:

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

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

### PRIORITY BACKGROUND:

Federally-funded public infrastructure projects have the potential to produce multiple economic benefits, including the creation of employment opportunities for the nation's most economically disadvantaged areas. The U.S. DOT estimates that transportation accounts for 11 million jobs, and transportation-related employment accounts for about 8.7% of civilian workers in the United States. Targeted hiring initiatives and related job training strategies increase the likelihood that unemployed and underemployed members of economically distressed communities have access to these jobs. Currently, the U.S. DOT and its various administrative units lack a uniform policy for either targeted hiring initiatives or funding for concomitant job training. In order to realize the maximum benefit of these federal projects, new policies are needed to address targeted hiring and job training at the U.S. DOT's Federal Railroad, Federal Transit, Federal Highway and other administrations.

After years of work, the Fresno Regional Workforce Investment Board's (FRWIB) recommended targeted hiring policies for the California High-Speed Rail project were deemed constitutional by the U.S. DOT's Federal Railroad Administration (FRA) and adopted by the California High-Speed Rail Authority. During the course of this protracted process, discrepancies between the U.S. DOT's administrative units became apparent. While the FRWIB's targeted hiring recommendations were eventually cleared by the U.S. DOT's FRA, nearly-identical recommendations were made by the Los Angeles County Metropolitan Transportation Authority and were cleared by the U.S. DOT's Federal Transit Administration. However, confusion still exists within the U.S. DOT's other administration units – namely the Federal Highway Administration. During a meeting with the Director of the California DOT 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 entire 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.

The U.S. DOT's Federal Transit and Federal Highway administrations are proposing a one-year pilot program that will enable grantees of their funds to “utilize social and/or economic contracting requirements, such as a local or other geographic labor hiring preferences and economic-based labor hiring preferences (i.e. low-income workers) ...” The FRWIB supports this pilot program inasmuch as it leads to a permanent, unified targeted hiring policy within the U.S. DOT's various administrative units.

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.

### CONTACT:

Matt Leedy, Government Relations Manager  
Fresno Regional Workforce Investment Board  
2125 Kern Street, Suite 208  
(559) 375-5665, mleedy@workforce-connection



# Public Safety and Homeland Security Priority



## Future Funding through the US Dept. of Justice, Bureau of Justice Assistance for the State Criminal Alien Assistance Program (SCAAP)

### REQUEST:

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.

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.

### 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 by 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 Fiscal Year 2015 budget request does not include any funding for the program. Congress addressed the same situation in the Fiscal Year 2014 budget and included \$180 million 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.

### ECONOMIC 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.

### CONTACT:

Steve Wilkins, Undersheriff, Sheriff's Office  
2200 Fresno Street, Fresno, CA 93721  
(559) 600-8800, [Steve.Wilkins@fresnosheriff.org](mailto:Steve.Wilkins@fresnosheriff.org)





# Other Priorities



## Continuation of Payments in Lieu of Taxes Program (PILT)

### REQUEST:

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.

### BACKGROUND:

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 providing needed services on these federal lands, including, but not limited to, search and rescue operations, law enforcement, sanitation and road maintenance. Prior to fiscal year 2008, PILT payments were subject to the annual appropriation 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 on 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 Fiscal Year 2015. With the prior \$70 million in PILT funding from the National Defense Authorization Act of 2015, this brings the total investment to \$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.



### CONTACTS:

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

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

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

# 2015 Fresno COG One Voice Participant Contact List



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

amarpreet\_2000@yahoo.com  
Phone: 559-693-4311  
P.O. Box 758, San Joaquin, CA 93660

**Henry Perea, Fresno County Board of Supervisors,  
Supervisor, District 3**

hperea@co.fresno.ca.us  
Phone: 559-600-3000  
Hall of Records, Room 300, 2281 Tulare Street,  
Fresno, CA 93721-2198

**Robert Silva, Mayor, City of Mendota**

rsilva@ci.mendota.ca.us  
Phone: 559-655-3291  
643 Quince Street, Mendota CA 93640

**Victor Lopez, Mayor, City of Orange Cove**

jb@cityoforangecove.com  
Phone: 559-626-4488, X214  
633 Sixth Street, Orange Cove, CA 93646

**Alma Beltran, Mayor, City of Parlier**

exeadcc@parlier.ca.us  
Phone: 559-646-3545, X227  
1100 E. Parlier Avenue, Parlier, CA 93648

**Daniel Parra, Mayor Pro Tem, City of Fowler**

dparra@ci.fowler.ca.us  
Phone: 559-834-3113  
128 South Fifth Street, Fowler, CA 93625

**Raul Villanueva, Mayor Pro Tem, City of Parlier**

exeadcc@parlier.ca.us  
Phone: 559-646-3545, X227  
1100 E. Parlier Avenue, Parlier, CA 93648

**Lynne Ashbeck, Council Member, City of Clovis**

lynnea@cityofclovis.com  
Phone: 559-324-2010  
1033 Fifth Street, Clovis, CA 93612

**Steve Wilkins, Undersheriff, County of Fresno**

steve.wilkins@fresnosherriff.org  
Phone: 559-600-8146  
2200 Fresno Street, Fresno, CA 93710

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

rem7698@yahoo.com  
Phone: 559-263-1000  
1920 Mariposa Mall, Suite 300, Fresno CA 93721

**Brian Angus, Chief Executive Officer, Fresno  
Economic Opportunities Commission**

brian.angus@fresnoeoc.org  
Phone: 559-263-1010  
1920 Mariposa Mall, Suite 300, Fresno CA 93721

**Ed Dunkel, President and Chief Executive Officer,  
Precision Civil Engineering, Inc.**

edunkel@precisioneng.net  
Phone: 559-449-4500  
1234 O Street, Fresno, CA 93721

**Lee Ann Eager, President and Chief Executive  
Officer, Fresno County Economic Development  
Corporation**

leager@fresnoedc.com  
Phone: 559-476-2513  
906 N Street, Suite 120, Fresno, CA 93721

**Kris Balaji, Vice President, Northern California  
Transportation, AECOM**

kris.balaji@aecom.com  
Phone: 916-414-1560  
2020 L Street, Suite 300, Sacramento, CA 95811

**Jeffrey T. Roberts, Vice President, Granville Homes**

jroberts@gvhomes.com  
Phone: 436-0900  
1396 W. Herndon Avenue, Suite 101, Fresno, CA 93711

**Lydia Zabrycki, Director of Business Partnering,  
Quad Knopf**

lydiaZ@quadknopf.com  
Phone: 449-2400  
6051 N. Fresno Street, Fresno, CA 93710

**Vince DiMaggio, City Manager, City of Mendota**

vincedimaggio@cityofmendota.com  
Phone: 559-655-3291  
643 Quince Street, Mendota CA 93640



**Israel Lara, City Manager, City of Parlier**

llara@parlier.ca.us  
Phone: 559-646-3545  
1100 E. Parlier Avenue, Parlier, CA 93648

**Tony Boren, Executive Director, Fresno Council of Governments**

tboren@fresnocog.org  
Phone: 559-233-4148, X204  
2035 Tulare Street, Suite 201, Fresno, CA 93721

**Mario Santoyo, Assistant General Manager, Friant Water Authority**

msantoyo@friantwater.org  
Phone: 559-562-6305  
4969 E. McKinley Avenue, Suite 201, Fresno, CA 93727

**Paul McLain-Lugowski, Chief Innovation Officer, Fresno County Economic Opportunities Commission**

paul.mclain-lugowski@fresnoeoc.org  
Phone: 559-263-1049  
1920 Mariposa Mall, Suite 300, Fresno, CA 93721

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

lkiriakou@ucmerced.edu  
Phone: 209-228-4688  
5200 N. Lake Road, Merced, CA 95343

**Rachel Eslick, Government Affairs Manager Greater Fresno Area Chamber of Commerce**

reslick@fresnochamber.com  
Phone: 559-495-4821  
2331 Fresno Street, Fresno, CA 93721

**Melissa Garza, Principal Regional Planner, Fresno Council of Governments**

mgarza@fresnocog.org  
Phone: 559-233-4148, X210  
2035 Tulare Street, Suite 201, Fresno, CA 93721

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

brendav@fresnocog.org  
Phone: 559-233-4148, X219  
2035 Tulare Street, Suite 201, Fresno, CA 93721

**Assisting the Fresno COG Delegation in Washington D. C.:**

**Len Simon, President Simon & Company, Inc.**

len.simon@simoncompany.com  
Phone: 202-659-2229  
Cell: 202-607-9234  
1660 L Street, NW Suite 501  
Washington, DC 20036

**Jen Covino, Director of Intergovernmental Affairs Simon & Company, Inc.**

jennifer.covino@simoncompany.com  
Phone: 202-659-2229  
Cell: 617-869-0193  
1660 L Street, NW Suite 501  
Washington, DC 20036

**Brandon Key, Director of Intergovernmental Affairs Simon & Company, Inc.**

brandon.key@simoncompany.com  
Phone: 202-659-2229  
1660 L Street, NW Suite 501  
Washington, DC 20036



Fresno Council  
of Governments

