

## 2016 Fresno COG One Voice Priority Submissions

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**County of Fresno  
2016  
One Voice Regional Priorities Washington, DC  
Submitted by:**

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**And**

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San Joaquin Valley Water Infrastructure Authority**

## 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 the Temperance Flat Dam Project and other long term water supply reliability projects. Furthermore, support Endangered Species Act (ESA) amendments that balance social and economic benefits with species protection.

### REQUEST SUMMARY:

Support for Federal legislation and funding to assist the San Joaquin Valley in dealing with continuing drought conditions coupled with inadequate reservoir water storage capacities and serious 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 the Economic Opportunities Commission attachment).
- 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. Specific actions requested:
  - **Support** for Congressman Valadao's Legislation
  - **Support** for Senator Feinstein's Legislation
  - **Support** resulting Legislation from Conference Committee
- The need to storage water normally lost during wet years for drought periods by 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 along with city and farm well failures. Specific actions requested:
  - **Congressional Construction Authorization for Temperance Flat Project**– For features generally described in the feasibility report with a construction budget based on report estimates subject to indexing and with investment protections for non-federal contributions.
  - **Financial Assistance to San Joaquin Valley Water Infrastructure Authority**–To secure partnership agreements and funding from non-federal sources.
  - **Federal Appropriations**–To initiate construction related activities such as but not limited to:
    - Definite Plan Report
    - Final Design
    - Land Acquisition
    - Construction

**Fresno COG advocates for all the above for FY 2017.**

### REQUEST BACKGROUND:

Water continues to be the most critical issue being faced by the San Joaquin Valley. 2016 appears to be the first normal year coming out of a historical drought period for California; however, it will start with historical lows in all its reservoirs and groundwater levels. 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. Once again it is anticipated that the first Federal water supply allocation for 2016 may start with a zero water allocations, making it the third year in a row and the only period in history that this has ever happened to both west and east sides of the San Joaquin Valley. Making things worse, many of the Valley's ground water wells continue to fail forcing farmers to drill deeper in hope of reaching water but ultimately resulting in significant over drafting- similar to the days before the Central Valley Project Friant and San Luis Units were built when serious land subsidence was also occurring.

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 one of the top Ag production counties in the Nation 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 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. In November of 2014 Californians overwhelmingly approved Proposition 1 (Water Quality, Supply, and Infrastructure Improvement Act of 2014), which was a major first step for the construction of both short term and long term projects. 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. In January of 2016, the San Joaquin Valley Water Infrastructure Authority was formed by five Counties (Merced, Madera, Fresno, Tulare and Kings) to pursue the construction of the Temperance Flat Project by securing both California Proposition 1-Chapter 8 funding and Federal assistance/appropriations.

It is important for Congress to amend the Endangered Species Act (ESA) to balance social and economic benefits with species protection. Due to the protection of the federally listed delta smelt, federal restrictions have severely reduced the availability to pump surface water from the Delta for delivery to millions of people in the Central Valley. Every year, hundreds of thousands of acre feet of surface water are allowed to flow through the Delta out to the ocean in an attempt to protect the declining population of this fish species. As a result, the social and economic impacts to the Central Valley have been substantial. Local economies are being negatively impacted by declining job opportunities for families who rely either directly or indirectly on the Central Valley's agricultural industry. The lack of a sustainable surface water supply has forced farmers to rely more heavily on groundwater pumping to the detriment of existing groundwater aquifers.

**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 exacerbation 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 \$1.84 billion loss to the agricultural industry and the loss of at least 10,100 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

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## ATTACHMENTS

### 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 impacted.
- Funds food distribution events feeding 10,000 individuals per month.
- Temporary housing rental assistance for drought-impacted families.
- Temporary fuel assistance payments preventing utilities shut off (LIHEAP).
- 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 (over 325 loans with a value exceeding \$15 million, since 2009);
  - New credit union opened in SE Fresno;
  - Solar installations for low-income families (450,000 watts installed since June, 2015);
  - 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 \$750 million for FY '17.
2. Reauthorization of CSBG: Community Economic Opportunity Act of 2015 (sponsored by Rep. Fitzpatrick, co-sponsors include Costa, Nunes, Valadao).

#### **ATTACHMENT**

Photos of devastating drought impacts on residents of Mendota, from the San Francisco Chronicle, December 18, 2015

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ONE VOICE 2016 WATER, WITH EOC UPDATES

# Without water, work or homes: Farm laborers displaced by drought

Photography by Leah Millis, San Francisco Chronicle, Published December 18, 2015



Martín Hernández Mena, 50, leans against a home he built himself in a shantytown in a dried up canal bed on Westlands Water District land on the outskirts of Mendota, Calif.







A collection of donated tomatoes lay strewn about a cooking area outside of Mario Rodriguez's home in the shantytown situated in a dried up canal bed on Westlands Water District land outside of Mendota, Calif.



Maricela Montejano, 49, a resident of the shantytown tears up after she is evicted.

# CSBG and Community Economic Development



**Local Conservation Corps  
Grounds Maintenance Crews**



**Training for small, minority  
farmers**



**Human Trafficking Awareness  
Month Proclamation**



**CDFI small business  
assistance**



**Commercial kitchen  
produces 7,000 meals per day**



**Nielson Conference Center**



# Water Commission Implementation Process and Timeline



**County of Fresno**

**2016**

**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:**

**Protect existing revenue sources and enhance federal funding of Pest Prevention Program activities. Support adequate and consistent funding for High Risk pest and disease prevention and exclusion programs in California. Fresno County does not receive adequate funding to protect their citizens from invasive pests. In Fiscal Year 2015-2016 Fresno County received \$50,775 compared to \$92,712 in Fiscal Year 2009-2010.**

### **REQUEST BACKGROUND:**

There are a number of significant invasive species being introduced and detected in California that threaten agriculture and the environment. Continued funding of Pest Exclusion, Pest Detection Trapping and Survey Activities, Rapid Response, Pest Management and Eradication (if feasible), and Public Education Outreach Programs is critical in protecting California's resources. 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, various sea ports and the Mexico 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, and prevention of introduction allows for less restrictive trade with our foreign partners. With funding from the 2014 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, more 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 marketable yields.

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

None.

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### **Attending the One Voice trip**

Buddy Mendes  
County of Fresno  
Board of Supervisors

**County of Fresno**

**2016**

**One Voice Regional Priorities Washington, DC**

**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 producing one quarter of the nation's supply of fresh fruits, vegetables and nuts. Fresno County is in the forefront of that production. Fresno County has partial support through the United States Department of Agriculture (USDA) through Farm Bill funding to maintain inspections of mail and parcels for contraband plant material that may carry pests detrimental to agriculture and residents. This team is the only USDA team protecting the vast Central Valley of California. California's Central Valley produces half of the United States fruits, vegetables, and nuts and there are many facilities that provide pathways to introduction of harmful pests. Currently the Central Valley has one team in place to cover the entire Valley, but the actual need to adequately cover these pathways would be three additional teams to cover the central portion of California. Higher funding support is needed for the existing agriculture canine inspection teams and to fund the establishment of additional teams in the state.

### **REQUEST SUMMARY:**

**1. Protect existing revenue sources and support additional funding for canine detection teams to protect agriculture from invasive pest introduction at parcel facilities in the Central; Valley of California. In Fiscal Year 2015-2016 Fresno County was budgeted to receive \$230,434, less than the amount needed to cover expenses for one team (one canine, handler, helper and associated costs). The actual need is for three additional teams, stationed within the Central Valley, to adequately inspect all of the facilities at an estimated cost of \$750,000 annually.**

**2. Support authority to allow agricultural inspectors to conduct inspections of "first class" and "priority mail packages containing plant material at postal facilities.**

### **REQUEST BACKGROUND:**

Pest Detection and Pest Exclusion are the primary methods employed to prevent introductions of exotic pests into California and the County of Fresno. As a first line of defense, the California Agriculture Detector Dog Team Program was developed to prevent the introduction of harmful plant pests into the California via privately shipped parcels. This is a cooperative effort between the United States Department of Agriculture, California Department of Food and Agriculture, and the Fresno County Department of Agriculture. Currently the Fresno based detector dog protects the whole agriculture production area of the entire San Joaquin Valley. More teams are needed to regularly inspect at the many facilities located here.

Pest detection activities are greatly enhanced through the use of highly trained dogs to efficiently and effectively detect plant material in parcel shipments. One pathway that has not adequately protected is "first class" and "priority" parcels at postal facilities. Lack of access to primary and secondary postal distribution facilities located in and servicing the Central Valley, including Fresno County, need regular inspections, in order to protect agriculture and the public from invasive pests.

### **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?**

NO

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**Fresno Regional Workforce Investment Board**

**2016**

**One Voice Regional Priorities Washington, DC**

**Submitted by:**

**Blake Konczal, Executive Director**

**Please try to keep the regional priority content at 1 ½ pages long. Please do not change font**

**An example is provided on page 3 of this document**

## **Expand Drip Irrigation Funding Opportunities to Tenants**

### **SHORT INTRODUCTION:**

### **REQUEST SUMMARY:**

1. 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.
2. The inclusion of programs that would benefit small-scale farmers when federal emergency drought assistance funds are released.

### **REQUEST BACKGROUND:**

During the course of the USDA-grant funded 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 their crops rather than investing in more costly and permanent drip irrigation systems.

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

Making the EQIP funding for drip irrigation 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.

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

Yes – it would increase access to water-conservation tools, which is incredibly important with record-breaking droughts and decreasing water allocations.

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

No.

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**Fresno Council of Governments  
2016  
One Voice Regional Priorities Washington, DC**

**FAST Act – Goods Movement**

**Submitted by:  
Tony Boren, Executive Director**

## Fixing America's Surface Transportation (FAST) Act – Goods Movement

### **SHORT INTRODUCTION:**

With the passage of the Fixing America's Surface Transportation (FAST) Act, Congress has taken a major step forward in re-confirming federal commitment to our nation's critical surface transportation infrastructure. Among the major improvements within the Act is that of advancing national policy on freight and goods movement, which emphasizes addressing bottlenecks in the national freight network and enhancing intermodal movement of goods through the National Highway Freight and Nationally Significant Freight & Highway Projects Programs. Furthermore, the Act strives to further infrastructure and operational improvement investments that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity. It is a goal of the Act to improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas. However, the Act continues a trend toward growing dependence on general fund dollars for such programs, and continually places more of the funding burden on state and localities.

### **REQUEST SUMMARY:**

In implementing and further improving the FAST Act, Fresno Council of Governments (Fresno COG) recommends the following principles, with particular emphasis on maintaining and supporting federal formula funding allocations to regions and national freight programs that supports investments in Goods Movement (see Attachment 1 for an example project):

- a. Continue to ensure financial integrity of Highway and Transit Trust Funds through the establishment of consistent revenue streams that provide for financial stability and certainty, and support continual formula funding allocations.

Maintain and support continued federal formula funding allocations for projects that meet the goals of the FAST Act. Both the Veterans Blvd project (see attachment 1) and the State Route 180 East Kings Canyon Expressway Segment 3 (see attachment 2) are examples of the types of projects that would benefit the entire Fresno County region if federal funds are awarded either through the Nationally Significant Freight and Highway Projects Discretionary Grant Program or apportioned through the new formula-based National Highway Freight Program.

The Veterans Blvd facility, which is well underway in the design and right of way acquisition processes, 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, *which is a local sales tax measure program*, that has not been fully funded and constructed to date. The federal government has previously invested transportation funds to 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. With Segments 1 and 2 already completed for the State Route 180 East Kings Canyon Expressway project, Phase 3 completion will finalize the facilitation of improved traffic flow throughout the region. State Route 180 not only links Fresno County's eastern communities and National Park areas with vital regional services, but also serves as the goods movement corridor for eastern Fresno County, allowing for the global exporting of billions of dollars in agricultural, advanced telecommunication and electronic component goods each year.

- b. Support national freight programs through the identification of long-term dedicated funding sources. Long-term, sustainable funding for transportation is yet to be achieved. Because the bill relies on \$70 billion of General Fund support, the expected annual gap between Highway Trust Fund income and spending in 2021 is expected to reach \$20 billion each year.
- c. Continue to 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. Ensure support for efforts that address multimodal connectivity and integration within the planning process.

**REQUEST BACKGROUND:**

Fresno COG supports the FAST Act surface transportation bill that provides greater program certainty while allowing for more deliberate economic investment that assures global competitiveness and job growth. Fresno COG is pleased to see dedicated funding for national freight programs and further encourages Congress to maintain formula funding allocations to regions. However, Congress should still place focus on the establishment of long-term sustainable transportation revenues, allowing for greater reinvestment in our transportation infrastructure. Investments in freight infrastructure is crucial to stitching together larger global value chains, growing local industries, and ultimately boosting regional economic growth.

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.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Yes

**ARE THERE ANY WATER POLICY CONNECTIONS?**

No

**ARE THERE ANY ATTACHMENTS?**

Yes

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***EXAMPLE FOR MAINTAINING FUNDING ALLOCATIONS IN SUPPORT FOR PROJECTS THAT IMPROVE THE  
MOVEMENT OF GOODS – VETERANS BLVD***

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. Fresno's recently-adopted General Plan Update still anticipates growth throughout the area, and continues to highlight the need for this vital project.

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 from the FAST Act. This particular project is expected to receive State Transportation Improvement Program (STIP) funds in federal Fiscal Year 2019/2020; however, the state of the STIP continues to be very volatile and funding may not materialize for many years, if it does materialize at all. Ongoing federal support for funding is crucial to transportation investments as projects like Veterans Blvd 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. Continued support for federal funding will 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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***EXAMPLE FOR MAINTAINING FUNDING ALLOCATIONS IN SUPPORT FOR PROJECTS THAT IMPROVE THE MOVEMENT OF GOODS – SR 180 EAST KINGS CANYON EXPRESSWAY SEGMENT 3***

State Route (SR) 180 is a principal arterial highway that runs roughly east-west across the northern half of Fresno County, serving traffic between the west side of the San Joaquin Valley and Sequoia and Kings Canyon National Parks to the east. The portion of the route between State Route (SR) 99 and the National Parks is included in the National System. The corridor serves as the primary access to the Kings Canyon and Sequoia National Parks from the Fresno-Clovis Metropolitan Area (FCMA) as well as other areas of the state.

STIP and Measure “C” investments in SR 180 Kings Canyon Expressway has allowed for the replacement of an existing two-lane conventional highway to a new 4-lane Expressway with the intent to extend all the way to East of Frankwood Ave. within the 2016/17 STIP. With the improvements already completed in Segment’s 1 and 2, and with the expected improvements in Segment 3 (West of Smith Ave. to East of Frankwood Ave.), this new expressway will facilitate improved traffic flow within the urban area and will continue the extension eastward in effort to better serve as the gateway to Kings Canyon/Sequoia National Parks. SR 180 not only links Fresno County’s eastern communities and National Park areas with vital regional services, but also serves as the primary agricultural goods movement corridor for eastern Fresno County. This expressway is of growing importance for commuters from the surrounding rural areas and neighboring communities, and will improve congestion along local streets, reduce travel time and increase motorist safety. With all of the California Environmental Quality Act and National Environmental Policy Act clearances in place, this project is ready for immediate construction.

Originally, this project was expected to be completed with STIP and Measure “C” funding. However, the faltering state of the STIP creates severe funding uncertainty, creating concerns that STIP funds may not ever materialize for the project, as severe cuts to the program are anticipated in the immediate future. Ongoing federal support for funding is crucial to transportation investments like SR 180, which serve as a major goods movement corridor for the region. Completing the final segment of construction along this corridor is a high priority for the region. Continued support for federal funding will help to ensure that this project will be constructed on time and on schedule, helping to reduce the overall project cost by minimizing inflation-related construction cost increases while helping to improve goods movement, reduce congestion and related vehicle emissions; all while supporting development in the community and the region.

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**County of Fresno**  
**City of Fresno**  
**Fresno County Economic Development Corporation**

**2016**

**One Voice Regional Priorities Washington, DC**

**Submitted by:**

**Henry Perea, Supervisor District 3, County of Fresno**  
**Oliver L. Baines III, Councilmember, District 3 City of Fresno**  
**Lee Ann Eager, President/CEO Fresno County Economic  
Development Corporation**



## High Speed Rail Training Facilities

### SHORT INTRODUCTION:

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:

Provide support to create Fresno as the hub for training workers for high-speed rail for the entire country. 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 worldwide.

### REQUEST BACKGROUND:

Since our last meeting in April, 2015, the high-speed rail project began construction. The project is well underway with the first site; the Fresno River Viaduct. The Herndon Canal Bridge in Fresno County is scheduled to start in January 2016. This is a monumental project that will require a skilled labor force to construct and maintain the high-speed rail system. The purpose of the request is to establish a campus intended for training workers for the construction of and maintenance of the high-speed rail. Because the high-speed rail is new to the United States it is necessary to train workers not only to 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.

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. 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.

The need for the training facility is necessary as we have a high unemployment rate and lack of skilled workers to fill the jobs that the construction of high-speed rail will provide. Fresno County is among California counties with the highest rates of poverty (26%) opposed to California's 15.9%. Identified as an economically distressed area due to its low per capita income figures, the region is representative of those areas needing to diversify job opportunities through technical training. With the construction of high-speed rail and the need for a trained labor force to fill the jobs the training facility is exactly what is needed to grow our local economy.

Throughout this year we have been approached by a respectable and proven training institute that is interested in providing the high-speed rail training. To assist the creation of a state of the art high speed rail training facility workforce, Fresno County's eighteen public and private universities, community colleges, and technical institutes are ready to implement cutting edge curriculum. We are asking for your support to make Fresno County the hub for high-speed rail training for the United States.

### ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?

First and foremost the training facility would provide training to our unemployed population as well as our underemployed. By creating the opportunity for a brighter future this would have a direct economic impact to Fresno County as well as the Central Valley. 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; encourage the savings of 2.0-3.2 million barrels of oil each year; and generate total projected employment of 2,388,000 jobs over the life of the project including direct, indirect, and induced jobs.

**ARE THERE ANY WATER POLICY CONNECTIONS?**

There are no water policy connections.

**ARE THERE ANY ATTACHMENTS?**

To follow.

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**County of Fresno**

**2016**

**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 2017.**

### **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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## CLEAN AIR ACT MODERNIZATION

### SHORT INTRODUCTION:

The Clean Air Act was last amended in 1990. Over the last 25 years, local, state, and federal agencies and affected stakeholders have learned important lessons from implementing the law and it is clear now that a number of well-intentioned provisions in the Act are leading to unintended consequences. This experience can inform efforts to enhance the Clean Air Act with much needed modernization. The Clean Air Act Modernization proposal seeks legislative improvements to the Federal Clean Air Act, while retaining the core elements in the Act that serve to protect public health while streamlining the administrative requirements in the Act, and ensuring expeditious air quality improvement considering technological and economic feasibility.

### REQUEST SUMMARY:

The Clean Air Act needs to be strategically amended to address the following issues:

- **Problem:** Every five years the Clean Air Act requires that EPA review and update air quality standards. Currently, the transition between standards is chaotic and leads to a number of overlapping plans with different milestones and attainment dates. In the Valley, there are currently 6 active air plans (1 for a revoked standard) and over the next 2 years, 4 new plans must be developed. **Solution:** When a new standard is published, the old standard for that pollutant should be subsumed. States should be allowed to develop a single attainment plan that harmonizes increments of progress and other milestones without allowing for any rollback or backsliding.
- **Problem:** Mobile and stationary sources throughout the nation have now been subject to multiple generations of technology forcing regulations that have achieved significant air quality benefits. Meeting the new standards that approach background concentrations call for transformative measures that require time to develop and implement. These transformative measures require new technologies that in many cases are not yet commercially available or even conceived. The formula-based deadlines and milestones that were prescribed in the Act 25 years ago now lead to mandates that are impossible to meet. **Solution:** In establishing deadlines and milestones, the Act should be amended to require control measures that lead to the most expeditious attainment of health based standards while taking into account technological and economic feasibility.
- **Problem:** The Act as it relates to the demonstration of Reasonable Further Progress or Rate of Progress treats all precursors the same, regardless of their potency in harming public health or achieving attainment. **Solution:** The Act should be amended to allow states to focus efforts on meeting new standards in the most expeditious fashion through deployment of scarce resources in a manner that provides the utmost benefit to public health.
- **Problem:** Requiring contingency measures in extreme nonattainment areas is irrational and unnecessary. These areas, by definition, have already implemented all available and foreseeable measures and still need a “black box” of future measures to define and employ. **Solution:** We recommend that the Act be amended to eliminate the requirement for contingency measures in areas classified as “extreme” non-attainment by EPA.
- **Problem:** The Act requirements for severe and extreme ozone nonattainment areas to address vehicle-related emissions growth must be clarified. **Solution:** The Act should be amended to allow states to take credit for all transportation control measures and strategies and not punish areas that have implemented transportation control measures and strategies that have achieved early reductions in emissions.

### ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?

We urge action on this matter as we believe that inaction will set many regions up for failure and economic devastation as the new federal standards encroach on background pollution concentrations.

### ARE THERE ANY WATER POLICY CONNECTIONS?

None.

**ARE THERE ANY ATTACHMENTS?**

Yes.

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**Fresno Regional Workforce Investment Board**

**2016**

**One Voice Regional Priorities Washington, DC**

**Submitted by:**

**Blake Konczal, Executive Director**

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## Establish Uniform Workforce Policies in the U.S. Department of Transportation

### **SHORT INTRODUCTION:**

The U.S. Department of Transportation (U.S. DOT) and its various administrative departments lack a uniform policy for both targeted hiring initiatives and funding to related job training. This gets in the way of workforce boards implementing innovative and praised methods of getting unemployed and underemployed persons back to work.

### **REQUEST SUMMARY:**

1. A uniform policy across all U.S. DOT administrative departments (Federal Railroad Administration, Federal Transit Administration Federal Aviation Administration, Federal Highway Administration) for targeted hiring initiatives.
2. All administrative departments within the U.S. DOT should identify workforce training funds that may be used by training providers vetted and used by Workforce Innovation and Opportunity Act (WIOA)-recognized Workforce Boards.

### **REQUEST BACKGROUND:**

Targeted hire initiatives create systems to increase the participation of socially and economically disadvantaged workers in public construction projects.

This means that qualified workers in chronically depressed regions, like Fresno, would have “reasonable” jobs docketed for them.

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

There is a plethora of historical evidence of targeted hiring policies getting folks back to work during economic downturns. In order to create job opportunities for unemployed and underemployed residents, the Fresno Regional WIB made targeted hiring recommendations that were adopted by the CA High Speed Rail Authority. The FRWIB is now recommending across the board for the DOT.

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

Yes, if there is public infrastructure being built related to water storage, etc.

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

One PDF of a pictured featured on the front page of the *Fresno Bee* on April 10, 2014 of a worker from the Bay Area working on a public infrastructure project in Fresno. With the rates of unemployment up and down the Valley, those jobs should be filled by qualified unemployment Valley residents.

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**County of Fresno**

**2016**

**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 2016 funding for CDBG as set by Congress and signed by the President in December, 2015, was \$3 billion, which is equal to FY 2015 spending and \$30 million below the FY 2014 level. Fresno County supports funding CDBG at \$3.3 billion for FY 2017 and preserving it as a flexible and locally-driven community development resource. This support is in conjunction with the National Association for County Community and Economic Development (NACCED), the National Association of Counties (NACo) and other members of the Community Development Coalition (supporter groups).

**Fresno COG advocates for increasing funding for CDBG in FY 2017 to \$3.3 billion.**

### **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 FY 2011, and the program is at its lowest funding level since 1992. While FY 2016 funds the program equal to FY 2015 spending, support for the program has declined nearly 30 percent since 2010, which has hampered local government ability to implement the community-driven development initiatives needed to create jobs, and improve essential infrastructure. These cuts have had devastating impacts at the local level which include staff layoffs, reduction in public services, cancellation of much needed infrastructure and economic development projects, and diminished programs that provide safe and affordable housing. CDBG is needed more than ever to help improve low- and moderate-income communities, and bring local affordable housing and infrastructure up to required standards.

### **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. Most recently, following CDBG-funded community infrastructure improvements, AutoZone and McDonald's have broken ground to open first-ever franchises in the City of Mendota which will create jobs and boost the local economy; and a new raisin processing plant, River Ranch Raisins, has opened in the small unincorporated community of Biola, creating 87 new jobs.

Notable 2015 accomplishments include:

#### **Biola Water Line Replacements: Biola Avenue - \$300,000 CDBG and Third Street - \$233,762 CDBG**

Two separate but similar projects replaced an inadequately sized six-inch asbestos cement water line with larger PVC water lines, to provide the proper fire flow as specified in the California Fire Code. Additionally, inoperable water valves were replaced, and additional new valves were installed, to provide proper system isolation capability.

**Kerman Katie's Park Improvements - \$183,866 CDBG**

Installed a pre-fabricated restroom and constructed various park amenities at an existing nature-based City park, including playground equipment, an architectural climbing wall, benches and picnic tables. Labor for the installation of most improvements was provided by community volunteers and the Local Conservation Corps, enabling the CDBG funds to procure more equipment and fostering community involvement.

**Malaga Wastewater Treatment Plant Improvements - \$295,000 CDBG**

Replaced fine bubble diffusers in three aeration basins and installed a variable frequency drive on an existing blower for improved plant treatment efficiency. Also installed various electrical and computerized monitoring and control improvements at the Malaga Wastewater Treatment Plant for improved efficiency.

**Mendota ADA Ramps - \$191,283 CDBG**

Installed various new Americans with Disabilities Act (ADA) improvements for the City to accomplish its ADA transition plan. New ADA curb ramps were constructed at various street intersections. Also, public restrooms, some doors, and the front counter at City Hall were modified to meet ADA standards.

**ARE THERE ANY WATER POLICY CONNECTIONS?**

**Caruthers Monitoring Well / Water Valve / Water Line Replacement - \$439,100 CDBG**

Replaced an existing groundwater monitoring well that had gone dry due to the drought-induced dropping groundwater table. Also replaced an undersized water line, and replaced approximately 28 water valves throughout the Caruthers community services district. These improvements satisfy requirements of the Regional Water Quality Control Board, improve water pressure and fire flows, and prevent contamination of the water system. A future CDBG-funded project will replace two more monitoring wells that have also gone dry due to the dropping groundwater table.

**Housing Assistance Rehabilitation Program - \$157,486 CDBG**

This County program, funded by CDBG, assists low and moderate 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 photographs.

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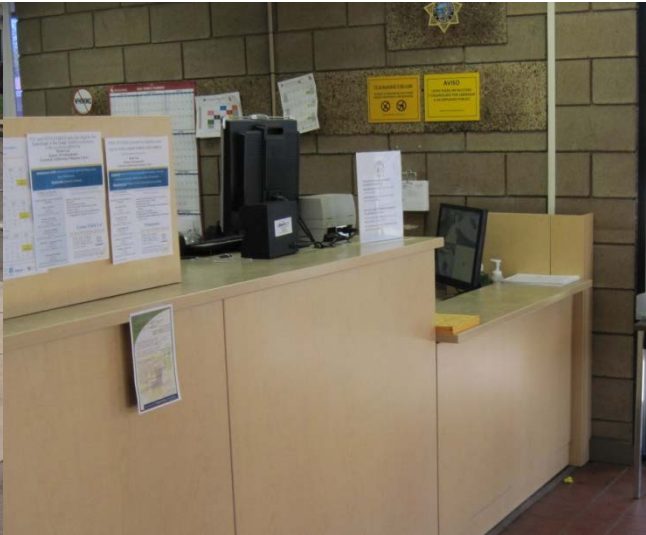
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**Kerman Katie's Park Improvements**



**Mendota ADA Ramps**



**County of Fresno**

**2016**

**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 2015, Fresno County received \$2,735,384 for 1,526,794 acres in tax-exempt federal lands and as the fiscal year 2016 PILT program has been initiated by the Department of the Interior, Fresno County anticipates receiving the same amount in fiscal year 2016. 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.

Congress appropriated nearly \$405 million for PILT payments made to counties in June 2015. Congress also appropriated an additional \$37 million in PILT funding, which became available in October 2015. The Continuing Appropriations Act of 2016, (P.L. 114-53) directed these funds be applied to the fiscal year 2015 PILT program. The \$37 million was subject to a 6.8% sequestration reduction leaving \$34.5 million for payments to local governments and increased the FY 2015 payments to \$439 million.

On December 18, 2015, the President signed the Consolidated and Further Continuing Appropriation Act, 2016 (PL 114-113) appropriating \$452 million in PILT program funding for FY 2016. 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 representative's work with their colleagues to ensure PILT is fully funded.

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

N/A

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

N/A

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

None

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Fresno Economic Opportunities Commission (Fresno EOC)

2016

One Voice Regional Priorities Washington, DC

Submitted by: Brian Angus, CEO

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## DOE Funding for Weatherization and Solar PV Installation

### SHORT INTRODUCTION:

Fresno EOC is part of a national Low Income Home Energy Assistance Program (LIHEAP) network. This network has been providing LIHEAP and DOE WAP (Weatherization Assistance Program) weatherization services for many years on the homes of eligible low-income recipients. Fresno EOC has weatherized over 20,000 housing units in Fresno County in just the last five years.

In 2015 Fresno EOC responded to a Request for Qualifications (RFQ) issued by the State Department of Community Services and Development (CSD) to install solar PV systems on owner occupied single family homes determined to be eligible for a rooftop solar system based on criteria set forth in the Greenhouse Gas Reduction Fund (GGRF) for fiscal year 2015-16. CSD awarded Fresno EOC \$4,050,000 to lead a statewide network of like providers to install rooftop solar systems on the homes of eligible occupants residing in Fresno, Madera, Merced, Kings, Tulare, Sacramento, and Los Angeles counties. The installation of Solar PV has the potential to *offset* up to 100% of the electricity burden low income families face. Fresno EOC has been successful, working with these network partners, to install solar systems at a fixed price of \$4.50 per watt. This price includes design, city plan check costs, permits, installation, and net energy metering (NEM) paperwork processing. Fresno EOC leverages LIHEAP and the state's Low Income Weatherization Program (LIWP) funding with state solar funding to bring maximum value to the service recipient, assuring that the home is properly weatherized, safe and energy efficient with the installation of a rooftop solar system.

### REQUEST SUMMARY:

1. Allow the national DOE weatherization service provider network to use their existing weatherization DOE WAP funding to install solar PV on owner occupied single family low-income residential units. Allowing for such flexibility would greatly enhance the network's ability to increase energy efficiency and affordability for our most vulnerable residents.
2. Ask the DOE to fund Fresno Economic Opportunities Commission for a demonstration project that installs rooftop solar PV on the homes of eligible low-income residents, a project that could be replicated nationwide. As one of the largest community action agencies in the nation, with more than 40 years of experience in weatherization and the manufacturing of insulation products, and the state's lead for a network of agencies installing rooftop solar on the homes of low-income residents Fresno EOC has the experience and capacity to carry out this demonstration project. It would work closely with its national weatherization networks to roll out the program region by region throughout the country. Benefits of the proposal are numerous: reducing the energy burden on low-income household budgets, creating solar industry jobs for low-income youth residing in the neighborhoods where the services are offered (national programs such as YouthBuild and the Conservation Corps could be used for training and deployment of services), and greenhouse gas reduction.

### REQUEST BACKGROUND:

Fresno EOC is a community action agency, part of a national network of 1,100 community action agencies authorized by the Community Services Block Grant (CSBG) Act. It is the federal *Office* of Community Services' (OCS) designated provider of services for low-income residents in Fresno County. In that capacity Fresno EOC serves as a weatherization contractor of the DOE and CSD. The DOE generally provides Fresno EOC with annual funding in the range of \$70,000-\$280,000 for weatherization services.

The California State Legislature has appropriated GGRF funding in the last two budget cycles to *offset* greenhouse gasses. CSD has received \$140,000,000 from the fund over the past two budget cycles for weatherization, solar water heater installation, and solar PV installation. Fresno EOC applied for, and received \$4,050,000 in funding from the GGRF to install 900,000 watts of solar from Sacramento to Los Angeles.

Fresno EOC's pilot is demonstrating how stacking weatherization with energy generation provides maximum benefits for low-income residents.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Yes, many. As the program expands it will create jobs for outreach personnel, system designers, installers, maintenance and repair specialists, and customer service representatives. And, when program beneficiaries begin realizing significant savings on their energy bills, they will have more discretionary cash to spend on other needs.

**ARE THERE ANY WATER POLICY CONNECTIONS?**

No

**ARE THERE ANY ATTACHMENTS?**

No

**CONTACT:** (include your contact information and the contact information of the person that will be attending the One Voice trip who will speak on behalf of this request. *(Please include the name of a local elected official that will be participating in the trip who will also be representing this request):*

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**County of Fresno**

**2016**

**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?**

None.

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### **Attending the One Voice trip**

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