

## Proposed 2018 One Voice Priorities Summary

### 1. TRANSPORTATION INFRASTRUCTURE / POLICIES

REGIONAL PRIORITY		TITLE	REQUEST SUMMARY	LEAD AGENCY	SPEAKERS
<b>A.</b>		<b>Veterans Boulevard Interchange</b>	<b>Request:</b> The City of Fresno advocates for increased federal funding to support large-scale transportation infrastructure needs which include \$44.5 million for Veterans Boulevard/State Route 99 (SR-99) Interchange.	City of Fresno	<b>Steve Brandau</b> , Councilmember, City of Fresno <b>Jeff Roberts</b> , Granville Homes <b>Tony Boren</b> , Executive Director, Fresno COG
<b>B.</b>		<b>Millerton Road</b>	<b>Request:</b> Support funding for the Millerton Road Widening Project. The proposed project would widen a 4.7-mile stretch of Millerton Road, from North Fork Rd. to 1 mile west of Auberry Road, from a two-lane rural roadway to a four-lane divided arterial roadway.	County of Fresno	<b>Nathan Magsig</b> , Supervisor, County of Fresno <b>Mohammad Alimi</b> , Design Division Manager, Fresno County Public Works Department
<b>C.</b>		<b>Lower Match for Federal Transportation Infrastructure Funding</b>	<b>Request:</b> Focus the Administration's forthcoming infrastructure program on federal mobility goals rather than on fund matching requirements.	Fresno Council of Governments	<b>Amarpreet Dhaliwal</b> , Councilmember, City of San Joaquin; Chairman, Fresno Council of Governments <b>Tony Boren</b> , Executive Director, Fresno COG
<b>D.</b>		<b>Farm-to-Market Road Maintenance Funding</b>	<b>Request:</b> Support funding for maintenance of critical farm-to-market routes that have heavy truck traffic through a set-aside in the next Transportation or Farm Bill.	Fresno Council of Governments	<b>Amarpreet Dhaliwal</b> , Councilmember, City of San Joaquin; Chairman, Fresno Council of Governments <b>Tony Boren</b> , Executive Director, Fresno COG

## Proposed 2018 One Voice Priorities Summary

### 2. REGIONAL WORKFORCE / ECONOMIC DEVELOPMENT OPPORTUNITIES

REGIONAL PRIORITY		TITLE	REQUEST SUMMARY	LEAD AGENCY	SPEAKERS
<b>A.</b>		<b>High Speed Rail Training Facility/Workforce Development</b>	<p><b>Request:</b> 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.</p> <p>Making funding available for the Community Services Block Grant (CSBG) in the amount of \$750 million in the FY'18 budget critical for job readiness programs, and other services that lead to self-sufficiency.</p>	Fresno Economic Opportunities Commission (EOC) & Fresno County Economic Development Corporation	<p><b>Lee Ann Eager</b>, President/CEO Fresno Economic Development Corporation</p> <p><b>Paul McLain-Lugowski</b>, Chief Innovation Officer, Fresno Economic Opportunities Commission</p> <p><b>Oliver Baines</b>, Councilmember, City of Fresno</p>
<b>B.</b>		<b>Community Services Block Grant</b>	<p><b>Request:</b> Support and co-sponsor reauthorization of the Community Economic Opportunity Act when it is reintroduced this session. The Act authorizes funding for the Community Service Block Grant (CSBG). Maintaining federal CSBG funding is the single most important tool our community has to mitigate the impacts of emergencies, such as the opioid epidemic, and to create economic opportunities for our most needy residents. Fresno EOC is the locally designated steward of CSBG funds for Fresno County</p>	Fresno Economic Opportunities Commission	<p><b>Brian Angus</b>, CEO <b>Board Chair</b>, to be named</p> <p><b>Elizabeth Jonasson-Rosas</b>, Board Liaison and Community Engagement Director</p>

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### 3. OTHER

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REGIONAL PRIORITY		TITLE	REQUEST SUMMARY	LEAD AGENCY	SPEAKERS
A.		<b>Support States' Rights and their Ability to Regulate the Legalization of Commercial Cannabis without Federal Government Interference</b>	<b>Request:</b> Support from the Federal Government to allow States, such as California, to regulate a legalized cannabis market without the fear of Federal prosecution	City of Coalinga	<b>Nathan Vosburg</b> , Mayor

City of Fresno

2018

One Voice Regional Priorities Washington, DC

SUPPORT FUNDING FOR  
VETERANS BOULEVARD INTERCHANGE

Submitted by:

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## **SUPPORT FUNDING FOR VETERANS BOULEVARD INTERCHANGE**

### **SHORT INTRODUCTION OF REGIONAL PRIORITY AND ISSUE:**

The City of Fresno is poised to move dirt, lay asphalt and get people and goods moving along State Route 99 (SR-99) through the construction of the Veterans Boulevard Interchange Project. Unfortunately, available funding for transportation infrastructure falls severely short of local needs. A funding gap resulting from the recent recession currently prevents moving ahead with construction.

To address the funding gap, an application has been submitted to the Infrastructure for Rebuilding America (INFRA) grant program for the interchange and roadway extension components of the project. The application includes a request for \$44.5 million in funding matched with an investment of \$31.4 million in local and state dollars. With Federal investment, Veterans Boulevard could be operational by December 2020.

### **REQUEST SUMMARY-PROVIDE SPECIFIC DETAILED“ASK”:**

1. Move expeditiously to review applications submitted to the Infrastructure for Rebuilding America (INFRA) Grant Program which includes a request for \$44.5 million to construct Veterans Boulevard.
2. Increase federal funding to support large-scale transportation infrastructure needs that strengthen nationwide economic vitality.

### **REQUEST BACKGROUND AND EXPLAIN THE REGIONAL SIGNIFICANCE:**

Existing block grants and competitive funding sources are significantly oversubscribed, with nearly all programs receiving requests for projects which exceed available funding by hundreds of millions of dollars. While needs go unfunded, local roadways deteriorate, traffic conditions worsen and regional economic growth is stifled.

Like nearly all municipalities nationwide, the City of Fresno has a backlog of critical transportation infrastructure projects. One such project is the Veterans Boulevard Project along SR-99. Veterans Boulevard is a regionally significant project which will construct a six-lane connecting arterial roadway in northwest Fresno, an interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard, a multipurpose trail and make improvements to roadways surrounding the project.

Each day thousands of residents face delays due to inadequate infrastructure for an area which has seen significant growth in the last 20 years. These delays clog roadways, negatively impacting residents' commutes and slowing goods movement through the region. Traffic impacts response times for emergency responders such as police, fire and paramedics. School buses get caught in the queue and delayed.



Investing in Veterans Boulevard demonstrates a federal commitment to transformative infrastructure which will improve traffic flow and goods movement, facilitate pedestrian travel and stimulate the economy through local job creation. The project will also improve east-west connectivity between north Fresno and the rural communities west of Highway 99. To truly rebuild America's infrastructure, funding must be identified to complete Veterans Boulevard.

**PROJECT STATUS**

The Environmental review phase of the project is complete. Design and right of way phases will be complete in early 2018. Funding in the amount of \$44.5 million for construction is the last remaining piece of the financial portfolio to advance the project to construction. With Federal investment, the project will be ready to begin construction in May 2019.

**IF NOT A TRANSPORTATION RELATED REQUEST, ARE THERE ANY TRANSPORTATION POLICY CONNECTIONS?**

N/A

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Cost benefit analyses suggest that constructing the project will result in an estimated travel time savings valued at \$25 to \$43 million for the region, and increase active modes of transportation by over 23,000 hours annually. Other benefits include improved interactions between roadway users and the elimination of bottlenecks in the freight supply chain as a result of grade separations.

**ARE THERE ANY ATTACHMENTS?**

Yes – an aerial rendering and a map of the project are enclosed.

**CONTACT:**

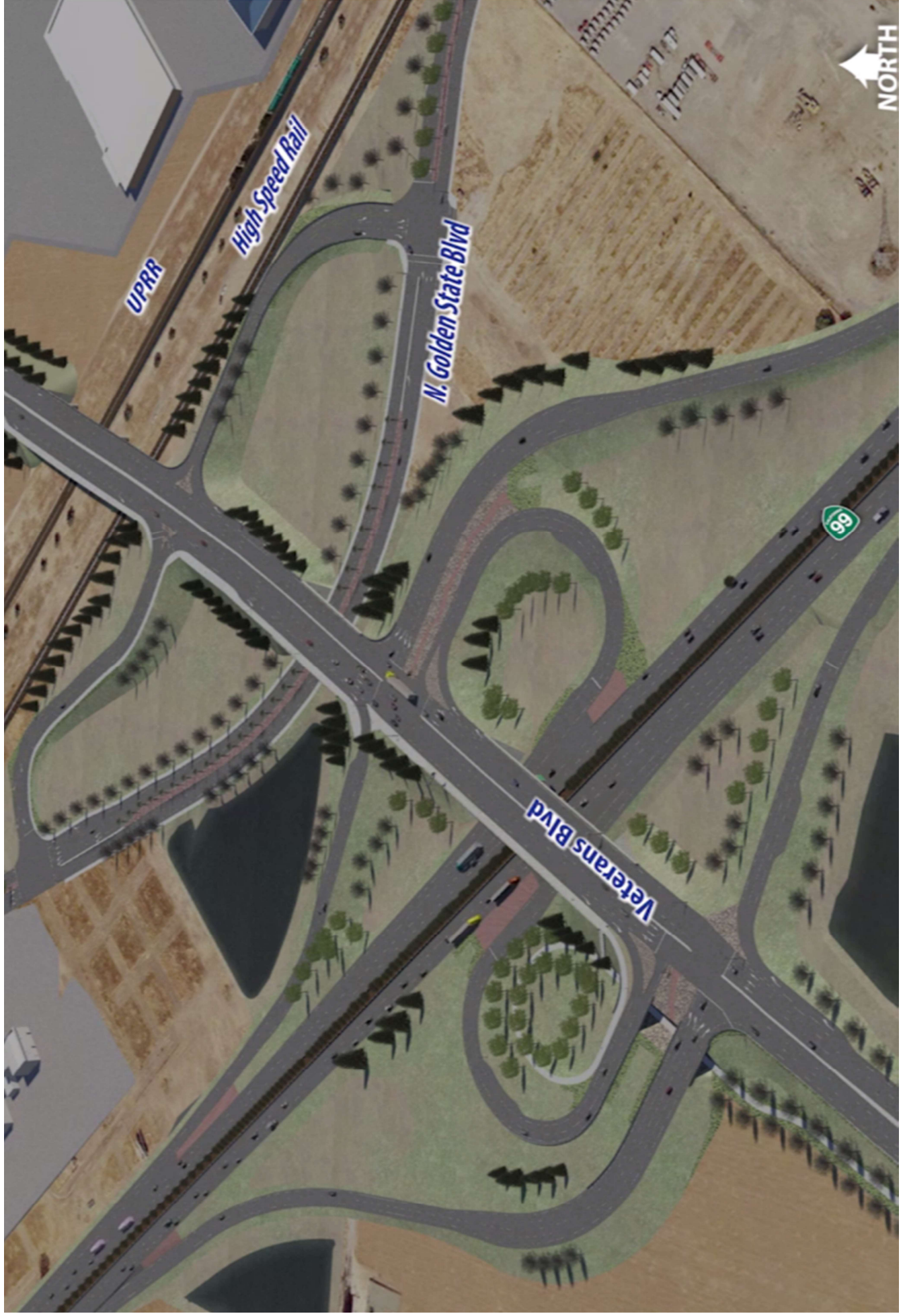
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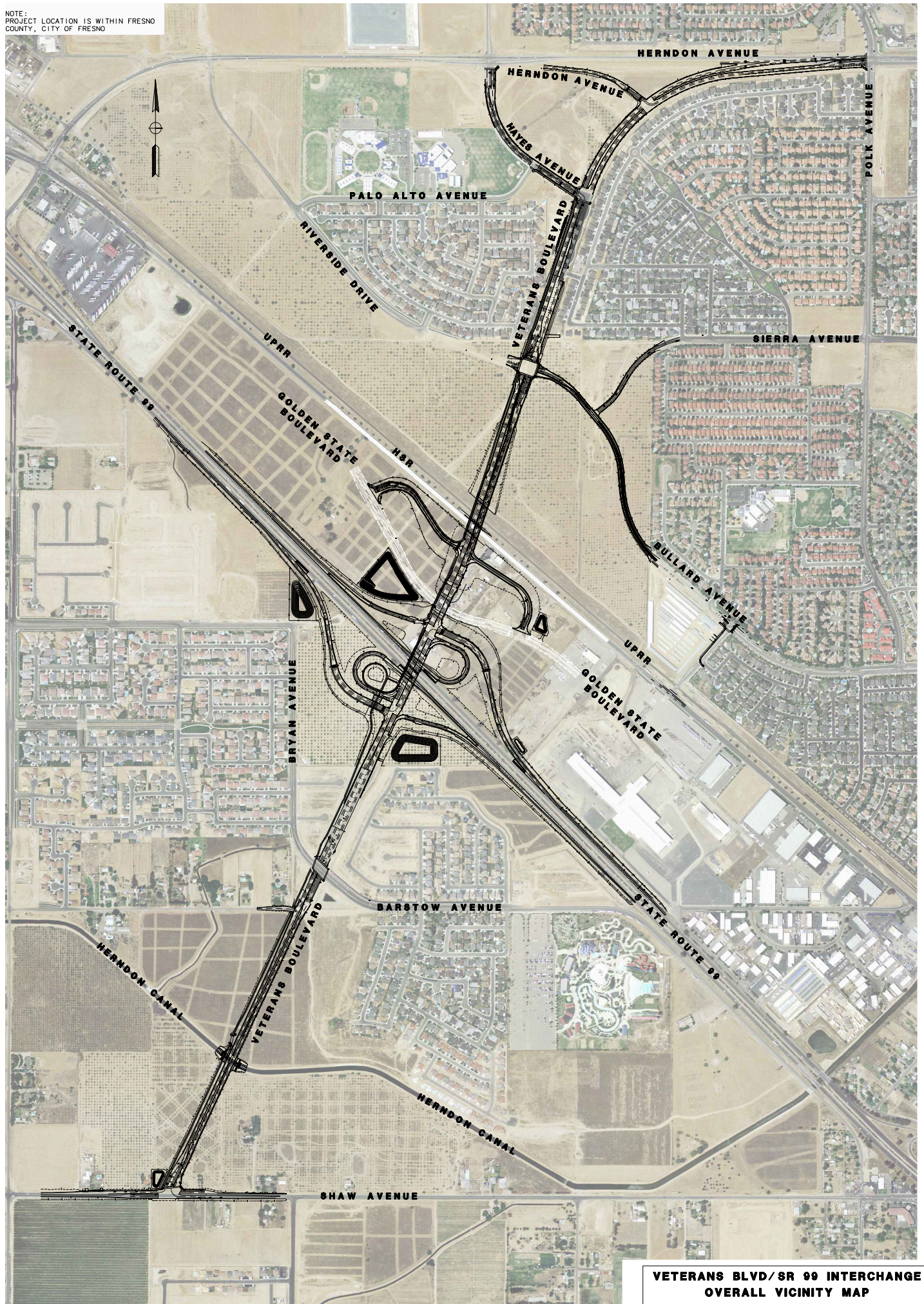


# Veterans Boulevard Interchange Aerial Rendering





NOTE:  
PROJECT LOCATION IS WITHIN FRESNO  
COUNTY, CITY OF FRESNO



**VETERANS BLVD/SR 99 INTERCHANGE  
OVERALL VICINITY MAP**



**County of Fresno, Department of Public Works & Planning**

**2018**

**One Voice Regional Priorities, Washington, D.C.**

**Millerton Road Widening Project**

**Submitted by:**

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## Millerton Road Widening Project

### SHORT INTRODUCTION:

Support funding for the Millerton Road Widening Project. The proposed project would widen a 4.7-mile stretch of Millerton Road, from North Fork Rd. to 1 mile west of Auberry Road, from a two-lane rural roadway to a four-lane divided arterial roadway. Through this project, the county endeavors to accommodate a higher level of projected traffic demand, and to promote improved traffic operations, as well as bike and motorist safety. The project will further contribute to community safety by decreasing the California Fire Department's response times to fires in the region. It is expected to bolster regional tourism by better accommodating seasonal traffic to the scenic Millerton Lake State Park, and to improve access to tribal lands of Table Mountain Rancheria (the project has been preliminarily designed by Table Mountain Rancheria's consultant group, AECOM).

The project will achieve these objectives by transforming the current two-lane rural roadway into a four-lane divided arterial roadway with paved shoulders, which will include signed and striped bicycle lanes. Several public road intersections, private road intersections, and driveway intersections would be improved to accommodate the widening of the road and median improvements. Additionally, the project will include the incorporation of new, pocketed, left-turn lanes, and a new, two-lane, pre-stressed I-girder bridge to complement the already existing bridge and to accommodate the additional two lanes. These alterations will contribute to a higher level of safety and utility for motorists and bicyclists. Finally, erosion control measures will be utilized on all embankment area slopes, as well as on cut slopes when the slope material will support growth. Relocation of electrical and telephone utilities will also be required in certain areas, and will similarly provide opportunities to improve the existing system as a side effect of this project. The reconstructed roadway would generally follow the alignment of the existing roadway, with deviations needed to upgrade the horizontal and vertical geometry to current standards.

### REQUEST SUMMARY:

Provide funding for the Millerton Road Widening Project, to complete the design, right of way acquisitions, utility relocations, and the construction of the project.

- 1. The County of Fresno advocates for the allocation of funding to complete the design, right of way, and construction of the Millerton Road Widening Project. Total remaining project costs are estimated at \$30,000,000.**

### BACKGROUND AND REGIONAL SIGNIFICANCE:

The Millerton Specific Plan, adopted by the Fresno County Board of Supervisors in December of 1984, and subsequently amended on multiple occasions, provides for a mixed-use development on 1,420 acres. The ultimate population of this development will be between 8,000 and 10,000 people, who will reside in approximately 3,500 dwelling units. The residential population will be supported by retail commercial uses, public services and utilities, parks, and a public school. The objective of the Millerton Specific Plan necessitates a system of major roadways that will accommodate the increased traffic volumes associated with the newly adopted land uses and the increased densities allowed by these land uses. The Millerton Road Widening Project will establish design and improvement standards for future road improvement projects. Therefore, it is imperative that the Millerton Road Widening Project set an outstanding precedent of reducing visual impact and maintaining a semi-rural character whenever possible for the future of the community.

The project was included in the Fresno Council of Government's 2014 Regional Transportation Plan, and designed to meet federal guidelines. The County has submitted several grant applications to the United States Department of Transportation for consideration under their TIGER grant programs for various components of the project, but has yet to receive funding.

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

The recreational activities at Millerton Lake State Park result in a considerable contribution to the local economy. The level of tourism greatly increases traffic flows and congestion, but the negative effects of this traffic influx will be lessened by the proposed road improvements. Additionally, the improved traffic conditions will improve the overall experience of our Millerton Lake State Park's visitors.

Several housing and commercial developments are currently in various stages of planning and construction along Millerton Road. Increased connectivity and accessibility – along with the other developments, currently underway, will increase commercial opportunities and economic prospects. The improvements which will be constructed as a part of this project will better tie the foothill area to the Fresno/Clovis metropolitan area. By supporting regional development and economic growth, property values can be improved and the related construction and service industries will be buoyed. Additionally, it is expected that the residual impacts and job creation caused by such investment will be positively felt throughout the region.

Millerton Road is the primary corridor that the Table Mountain Rancheria tribe members rely on to access their lands and governmental operation. It is used by more than 1,300 employees of Table Mountain Rancheria and thousands of patrons and is integral to their economic success.

## **ARE THERE ANY ATTACHMENTS?**

A location map is enclosed, which shows the proposed project terminus points and an aerial view.

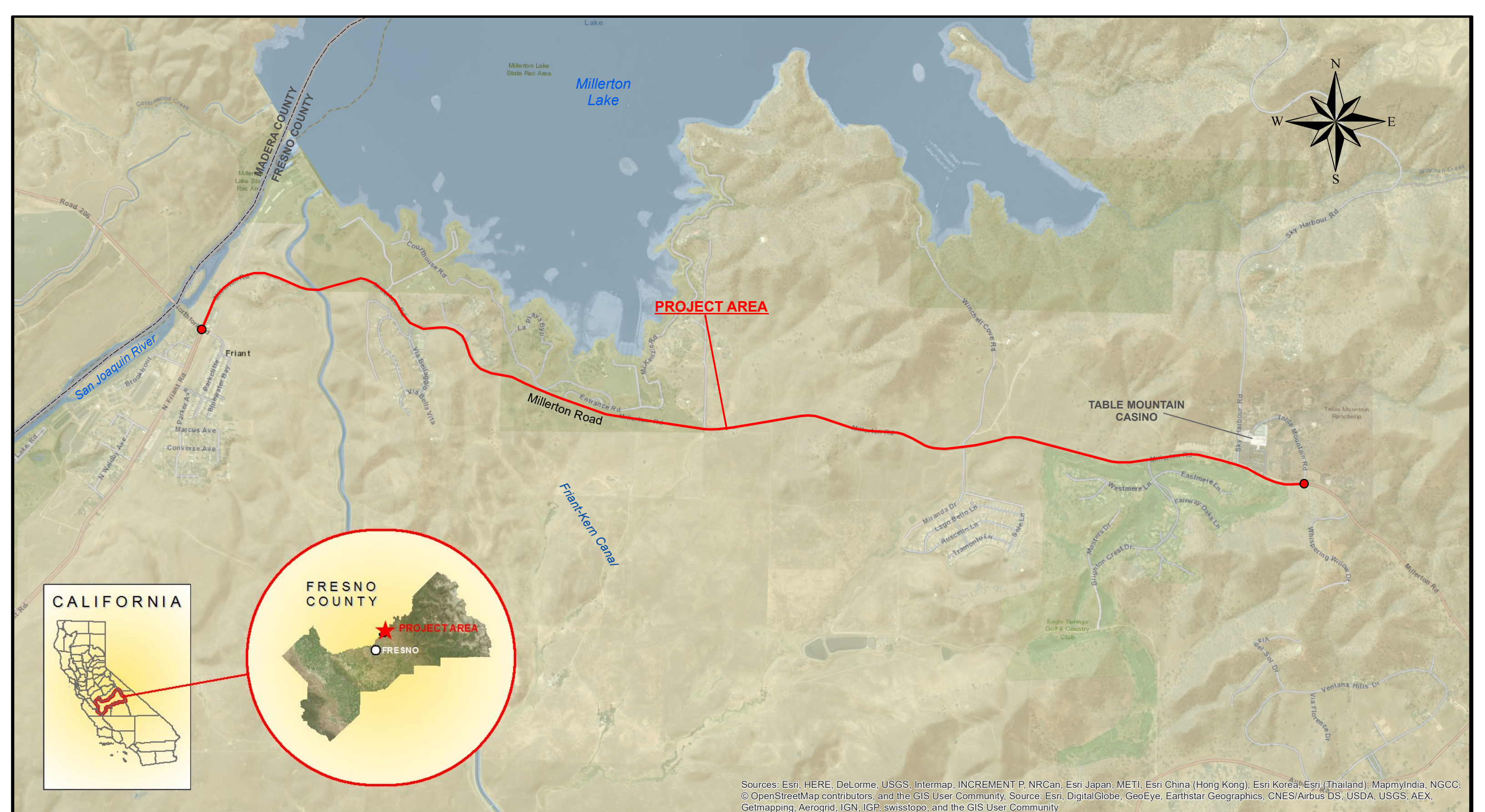
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## **Attending the One Voice trip**

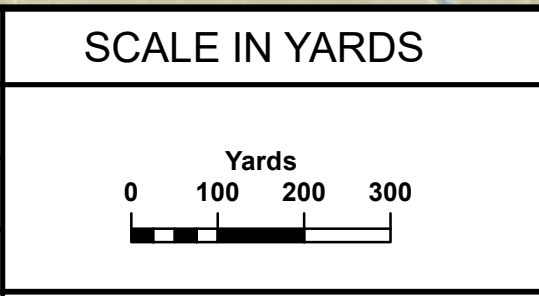
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Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

DESIGNED: D.N.	DATE: 10/03/2017
DRAWN: D.N.	DATE: 01/18/2018
STATE BRIDGE NO. N/A	



*DEPARTMENT OF PUBLIC WORKS & PLANNING*

**MILLERTON ROAD WIDENING  
NORTH FORK ROAD TO TABLE MOUNTAIN ROAD**



**Fresno Council of Governments**

**2018**

**One Voice Regional Priorities Washington, DC**

**LOWER MATCH FOR FEDERAL TRANSPORTATION  
INFRASTRUCTURE FUNDING**

**Submitted by:**

**Robert Phipps, Deputy Director**

**559-233-4148 Ext. 210**

## TITLE

### Lower Match for Federal Transportation Infrastructure Funding

#### SHORT INTRODUCTION OF REGIONAL PRIORITY AND ISSUE:

President Trump's recently unveiled infrastructure plan, along with existing grant programs such as Infrastructure for Rebuilding America (INFRA), place a greater emphasis on non-federal matching funds. Proposals that leverage more state, local or private funding will be considered more favorably than an identical project that brings less non-federal money to the table. Federal transportation policy and funding authorizations should focus more on federal goals for commuter and freight mobility than on matching requirements.

#### REQUEST SUMMARY:

1. DOT should emphasize "support for national or regional economic vitality" and "potential for innovation" in considering which projects to fund.
2. DOT should place less emphasis on leveraging federal funding,

#### REQUEST BACKGROUND AND EXPLAIN THE REGIONAL SIGNIFICANCE:

The Fixing America's Surface Transportation (FAST) Act established several provisions focused on safe, efficient and reliable freight movement – including a discretionary grant program investing \$4.5 billion over the bill's five-year lifespan to eliminate freight bottlenecks and improve critical freight movements. The original grant program – Fostering Advancements in Shipping and Transportation for Long-Term Achievement of National Efficiencies (FASTLANE) – emphasized better freight movement on the national highway system as its top priority, and guarded federal interests by 1) limiting the total federal funding that a project could employ and 2) requiring a detailed benefit-cost analysis to demonstrate efficiency.

Under the revised INFRA grant program criteria and President Trump's recently announced infrastructure program, greater scoring emphasis is placed on the amount of local, state and private money that may be leveraged against federal dollars. This approach potentially puts mid-sized and rural projects at a competitive disadvantage regardless of their merit on other mobility-related goals. Public-private partnerships have proven to be ill-suited for interchange improvements or other, smaller-scale improvements that may nonetheless demonstrate a tremendous impact on the freight system. Poorer regions that do not command the local or state resources necessary to provide a sizable match may go unfunded, despite their projects' abilities to meet freight mobility goals.

By again heavily emphasizing mobility achievement within the program scoring criteria for all transportation infrastructure programs, DOT will be moving closer to Congressional intent in funding projects that are in the national interest and contribute more significantly to the national economy.

#### ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?

Yes. Fresno County could potentially be eligible for multiple project improvements under revised scoring criteria, including Veterans Boulevard, SR 180 and the five half-interchanges along SR 99, including Cedar-North, Chestnut and American avenues. These improvements position the region to better accommodate large-scale distribution centers such as Amazon and Ulta, while also helping to move agricultural goods more efficiently.



**ARE THERE ANY ATTACHMENTS?**

The INFRA grant NOFA is attached.

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**Fresno Council of Governments**

**2018**

**One Voice Regional Priorities Washington, DC**

**Farm-to-Market Road Maintenance Funding**

**Submitted by:**

**Robert Phipps, Deputy Director**

**559-233-4148 Ext. 210**

## **Farm-to-Market Routes**

### **SHORT INTRODUCTION OF REGIONAL PRIORITY AND ISSUE:**

Poor road conditions in agricultural regions are exacerbated by significant truck traffic that supports national and international agricultural commodities, coupled with a significant lack of funding for rural-area road maintenance.

### **REQUEST SUMMARY:**

1. Support funding for maintenance of critical farm-to-market routes that have heavy truck traffic through a set-aside in the next Transportation or Farm Bill.

### **REQUEST BACKGROUND AND EXPLAIN THE REGIONAL SIGNIFICANCE:**

Fresno County and the San Joaquin Valley are among the most productive agricultural region in the world, producing more than 360 agricultural commodities. It is the heart of California's robust agricultural economy and a leading producer of almonds, tomatoes, grapes and milk, among other crops. California's dairy industry generated \$6.2 billion in milk production in 2016, accounting for 19 percent of all milk produced in the United States.

There are at least 775 dairies in the Valley transporting millions of pounds of milk and milk products per day that travel on local county and city roads to connect to the state highway system. Unlike other agricultural goods with a short, defined harvest season, dairies must transport their products off site every day, causing significant strain on frequently traveled roadways and reducing the pavement's lifespan. According to Caltrans, a fully loaded dairy truck can weigh up to 80,000 pounds. A roadway carrying 500 trucks per day is comparable to 5 million vehicle passenger cars trips per day.

The Valley is also home to many milk processing facilities. San Joaquin Valley counties are concerned about the localized impacts to our roads while the milk products, along with many other Valley produced commodities, are transported for global consumption.

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

Yes. Funding set-asides for farm-to-market routes could yield millions of dollars in additional transportation funding for the Fresno County region.

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

No.

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Fresno County Economic Development Corporation  
Fresno Economic Opportunities Commission  
Fresno Regional Workforce Development Board

***2018 One Voice Regional Priorities, Washington, DC***

## ***Workforce Development***

United States Department of Transportation  
High Speed Rail Training Facility

Submitted by:

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## **WORKFORCE DEVELOPMENT**

### **BACKGROUND:**

Fresno County will, in the next 20 years, experience massive, unprecedented public works projects. While this is welcome to a region characterized by unabated poverty, these opportunities require the preparation of a local workforce able to meet the workforce demands of such economic expansion. Among the projects primed to deliver exceptional employment and career opportunities are:

- High Speed Rail and the High Speed Rail Training Facility
- Significant expansion of Community Medical Centers
- Fresno's downtown Intermodal Transit Hub
- City of Fresno's Water Infrastructure Bond
- State Center Community College District infrastructure projects
- Fresno Unified School District bond projects
- Major CalTrans projects

**As the focus of the Council of Governments (COG) is on transportation projects, we highlight the High Speed Rail Training Facility as a priority for COG during this year's One Voice trip.**

### **High Speed Rail Training Facility and Preparatory, Support Services for trainees**

### **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:**

In Fresno County the High Speed Rail project is well underway. This is a monumental project that will require a skilled labor force to construct and maintain the nation's first high-speed rail system. The Fresno County Economic Development Corporation, the Fresno Economic Opportunities Commission, the Fresno Regional Workforce Development Board, Fresno City College, along with many other partners are proposing a campus intended for training workers for the construction of and maintenance of the high-speed rail. Because 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 create a high-speed rail educational center, 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 the Central Valley has an unacceptably high unemployment rate and a lack of skilled workers to fill the jobs that the construction of high-speed rail, and its ancillary industries, will provide. Fresno County is among California counties with the highest rates of poverty (26%) compared to a 15.8% rate in California. 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 proposed training facility is exactly what is needed to grow our local economy.

Fresno County has a collaborative team which includes workforce development, economic development, education, and trade organizations, that together have developed a strategic plan to implement our vision. Fresno County's eighteen public and private universities, community colleges, and technical institutes stand fully prepared to implement a cutting edge curriculum to train the workforce high speed rail will require. 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. 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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# Fresno Economic Opportunities Commission (Fresno EOC)

2018

## One Voice Regional Priorities Washington, DC

### TITLE

### COMMUNITY SERVICES BLOCK GRANT (CSBG)

Submitted by: Brian Angus, CEO

[Brian.angus@fresnoeoc.org](mailto:Brian.angus@fresnoeoc.org)

#### **SHORT INTRODUCTION OF REGIONAL PRIORITY AND ISSUE:**

Fresno EOC respectfully asks that the One Voice Delegation promote the continued funding of the Community Services Block Grant program, the source for emergency, human service interventions, and economic development Fresno EOC extends to our county's most vulnerable residents.

We also ask that members encourage our local Congressional delegation to support and co-sponsor reauthorization of the Community Economic Opportunity Act when it is reintroduced this session. The Act authorizes funding for the Community Service Block Grant (CSBG). Our congressmen have consistently recognized the value of CSBG to their constituents and have all supported reauthorization and stable funding for the program. Maintaining federal CSBG funding is the single most important tool our community has to mitigate the impacts of emergencies, such as the opioid epidemic, and to create economic opportunities for our most needy residents. Fresno EOC is the locally designated steward of CSBG funds for Fresno County.

#### **REQUEST SUMMARY:**

1. Community Services Block Grant (CSBG) funding in the amount of \$750 million for FY '18.
2. Reauthorization of CSBG: Community Economic Opportunity Act (when introduced)

#### **REQUEST BACKGROUND AND EXPLAIN THE REGIONAL SIGNIFICANCE:**

CSBG honors local assessment and design of programs that meet urgent local needs and generate economic opportunities. It correctly requires governance of the CSBG-funded agency by locally appointed and elected leaders, as well as those representing service recipients. CSBG is particularly critical to our county, where one in four live in poverty. It is a responsible, local instrument allowing for local determination and the creation of local solutions to ameliorate the persistent, unabated poverty our region has become all too well known for.

- a. CSBG funding makes it possible for Fresno EOC to deliver emergency services such as food and utility assistance to thousands of our county residents each year; it continues to be the lifeline for many still devastated by the economic downturn.
- b. CSBG has catalyzed robust economic initiatives such as Access Plus Capital, a small business lender through which hundreds of jobs have been created with investments now exceeding \$26.2 million.
- c. It was the source through which vital human services such as the Sanctuary Youth Shelter, its transitional living centers, Central Valley Against Human Trafficking (CVAHT), the Conservation Corps, and SOUL charter school were started.
- d. CSBG has also been leveraged to create social enterprises such as Fresno EOC's growing solar installation business, catering, and commercial recycling efforts all of which employ and train disadvantaged workers and generate discretionary revenue for new local ventures.

**IF NOT A TRANSPORTATION RELATED REQUEST, ARE THERE ANY TRANSPORTATION POLICY CONNECTIONS?**

Because of its flexible nature, CSBG funding can be used for any policy matters that improve conditions for our community, including transportation.

**ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?**

Fresno EOC has prioritized economic stimulus and entrepreneurship with its allocation of CSBG funding.

- a. Access Plus Capital has provided \$26.2 million in loans and technical assistance to 715 low-to-moderate income borrowers since 2009.
- b. Turn-key commercial recycling operations recovering CRV containers, used oil, tires, and electronic waste.
- c. Commercial food production center producing and delivering more than 7,500 meals per day.
- d. Commercial vehicle fleet detailing.
- e. Nielsen Conference Center.
- f. Solar PV and solar water heater installations.
- g. Taxi script services.
- h. Landscaping and grounds maintenance.
- i. Investment in the formation of a thriving credit union in SE Fresno.
- j. Catering business.

**ARE THERE ANY ATTACHMENTS?**

- Pictures showing CSBG-supported activities. **WILL SEND PICTURES LATER**

**CONTACT:**

Name, Title: Brian Angus, CEO  
Board Chair, to be named  
Elizabeth Jonasson-Rosas, Board Liaison and Community Engagement Director

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Address: 1920 Mariposa Mall, Suite 300, Fresno, CA 93721

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**City of Coalinga**

**2018**

**One Voice Regional Priorities Washington, DC**

**SUPPORT STATE'S RIGHTS AND THEIR ABILITY TO REGULATE  
THE LEGALIZATION OF COMMERCIAL CANNABIS WITHOUT  
FEDERAL GOVERNMENT INTERFERENCE**

**Submitted by:**

**NATHAN VOSBURG  
MAYOR, CITY OF COALINGA  
(559) 935-1533 x113**



## **SUPPORT STATE'S RIGHTS AND THEIR ABILITY TO REGULATE THE LEGALIZATION OF COMMERCIAL CANNABIS WITHOUT FEDERAL GOVERNMENT INTERFERENCE**

### **SHORT INTRODUCTION:**

Support from the Federal Government to allow States, such as California, to regulate a legalized cannabis market without the fear of Federal prosecution.

### **REQUEST SUMMARY:**

1. Recognize cannabis regulation as a state's right concern.
2. Uphold the memorandum issued by former Deputy Attorney General Cole in 2013 (the "Cole Memo")
3. Congressional Inclusion of the Rohrabacher-Blumenauer Amendment in the next appropriations bill.

### **REQUEST BACKGROUND:**

With the recent actions taken by the United State Justice Department to resend serval policies, including the "Cole Memo", related to cannabis enforcement in States where a legalized market has been created, the industry who is seeking legitimacy are now starting to worry about getting prosecuted for it which could have significant economic impacts.

Over the course of the last (2) two years The City of Coalinga has been developing a regulatory framework for a legalized commercial cannabis market to jumpstart its disadvantaged economy. The regulatory framework that was created was put in place to protect the health, safety and welfare of the community reduce police resources of black market enforcement to focus on other areas of law enforcement important to its residents.

The local economy has suffered significant budget cuts due to a depressed local economy resulting in devastating impacts from layoffs in public safety and administration limiting their ability to provide essential services and maintain infrastructure.

### **IF NOT A TRANSPORTATION RELATED REQUEST, ARE THERE ANY TRANSPORTATION POLICY CONNECTIONS?**

When there is an economic development opportunity such as the legalized cannabis market that provides growth potential, transportation infrastructure becomes vital to accommodate the growing economy. Therefore, investments must be made, only if funding is made available to do so, either through competitive grant funds or other financial mechanisms, growth in the valley in contingent on the support of the Federal Government and its infrastructure funding appropriations.

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

The legalized commercial cannabis market is expected to increase the City of Coalinga's revenues by 3 million dollars in addition to hundreds of jobs where the local workforce has seen constant decline since the recession with minimal bounce back in the last few years. Statewide the numbers are staggering with a regulated legal commercial cannabis marketplace. According to state-sponsored economic study the legal California market for cannabis could be worth as much as \$5 billion dollars with thousands of jobs created. We urge the Federal Government to consider the implications of stopping a legalized market where 29 states including the District of Columbia have approved medical cannabis laws where 8 of those states also have approved its use

recreationally. We believe this issue should be a states' right reserved for the state governments rather than the federal government.

**ARE THERE ANY ATTACHMENTS?**

N/A

**CONTACT:**

Nathan Vosburg, Mayor (proposed attendee)

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