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MEMORANDUM

Date: November 5, 2009

To: Members of the Transportation Technical Committee and Policy Advisory Committee

From: Clark Thompson, Planning Coordinator *CT*

Subject: **High Speed Train Heavy Maintenance Facility**

Fresno COG has received four Proposals in response to the Request for Proposal for the Fresno County High-Speed Train Heavy Maintenance Facility Planning Study. The four consultant teams are:

1. IBI Group with PMC World and Padre Associates, Inc.
2. Integrated Designs by SOMAM, Inc. with Michael Brandman Associates and Moore Twining Labs
3. HOK with Darden Architects and Quad Knopf
4. Wilbur Smith Associates with Anil Verma Associates

The Consultant Selection Committee formed to assist Fresno COG with the selection of a consultant team for this study is not yet able to make a recommendation. Staff expects the Consultant Selection Committee will be able to present a recommendation to the Fresno COG Policy Board at its meeting on November 19, 2009.

Action: Staff recommends the TTC/PAC approve the recommendation of the Consultant Selection Committee to the Fresno COG Policy Board.

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-42

In the Matter of:

MEASURE "C" GOLDEN STATE
CORRIDOR ECONOMIC
DEVELOPMENT INFRASTRUCTURE
IMPROVEMENTS

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RESOLUTION OF APPROVAL
Cooperative Project Agreement
FOR THE COUNCIL OF FRESNO
COUNTY GOVERNMENTS, 2009/10

WHEREAS, The Fresno County Transportation Authority (Authority) is the administrator of the Retail Transactions and Use Tax (1/2 cent) Funds which are collected pursuant to the Fresno County Transportation Improvement Act as provided by Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Public Utilities Code Sections 14200, et seq, and

WHEREAS, The Council of Fresno County Governments is eligible for funds for the regional transportation program pursuant to California Public Utilities Code Section 142257, and

WHEREAS, The Golden State Corridor Economic Development Infrastructure Improvements are identified for funding of \$515,000 FY2008-09 in the Measure "C" Extension Short-term Rural Project Schedule, and

WHEREAS, A Cooperative Project Agreement is required for each Project or Project Phase as determined by the Authority, and

WHEREAS, The Cooperative Project Agreement allows a Responsible Agency to deliver a project and request eligible Project funding (Measure "C") from the Authority that has been programmed for specific street and highway projects in the Handbook and consistent with the Regional Transportation Program projects listed in the Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby approves the Cooperative Project Agreement with Fresno County Transportation Authority for the Measure "C" Golden State Corridor Economic Development Infrastructure Improvements, and authorizes the Executive Director and the Chairman of the Council of Fresno County Governments Policy Board to sign the Cooperative Project Agreement.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 19th day of November, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 19th day of November, 2009.

Signed: _____
Tony Boren, Executive Director

**Caltrans Status of Projects Report
November 2009**

Route	Location Description	Estimated Ready to Begin Construction	Estimated End Construction	Project Manager	Comment
99	From North Goshen Overhead to Conejo Ave Separation - Widen 4 Lane Freeway to 6 Lanes	08/10	10/13	Phillip Sanchez (559) 243-3466	~~SR99 Bond funded project.~~ Environmental Phase approved in 11/06. Design Phase submitted to headquarters for approval in 10/09. Project has R/W issues with AT&T underground utility within freeway R/W. State is having difficulty selling bonds to fund construction projects including this.
99	From Ashlan Ave to Grantland Ave - Widen 4 Lane Freeway to 6 Lanes	09/12	09/14	Jim Bane (559) 243-3469	Project Study Report completed in 06/01. SR99 Bond funded project. Original project proposed to be split at Grantland Ave for Construction Phase in 08/09.
99	From Grantland Ave to Ave 7- Widen 4 Lane Freeway to 6 Lanes	07/16	07/18	Jim Bane (559) 243-3469	(See Project Above)
99	Between Shaw Ave and Herndon Ave - New Interchange	07/13	07/16	Jim Bane (559) 243-3469	City of Fresno is lead agency. Project Study Report targeted for completion 01/09.
180	Between Route 41 and Route 168 - Construct Braided Ramps	04/13 (Phase 1)	04/15 (Phase 1)	Neil Bretz (559) 243-3465	Project Study Report completed in 07/09. Negotiating with COFCG & FCTA to obtain funding to start Environmental Phase in early 2010.
180	Between James Rd and Lake Ave - Construct Passing Lanes	05/17	12/18	Neil Bretz (559) 243-3465	Project Study Report updated in 05/08. Project is awaiting funding.
180	From Clovis Ave to Temperance Ave - Construct 4 Lane Freeway on New Alignment	01/08	11/09	Neil Bretz (559) 243-3465	Construction to be completed in 11/09.
180	From Temperance Ave to Quality Ave - Construct 4 Lane Freeway	11/09	02/11	Neil Bretz (559) 243-3465	Construction contract approved in 09/09. Construction Phase scheduled to begin in 11/09.
180	From Quality Ave to Trimmer Springs Rd - Widen 2 Lanes to 4 Lane Expressway	TBD	TBD	Neil Bretz (559) 243-3465	Project currently on hold due to lack of funding. Negotiating with COFCG & FCTA to secure funding for Design & Right of Way Phases.

2009 CMAQ Call for Projects-Summary of Submitted Applications

		CMAQ Funding Requested	Total Project Cost
Cost Effective			
Transit			
1	Kings Canyon Unified 5 Hybrid Electric Powered School Buses	\$1,058,981	\$1,196,184
2	FAX 10 new 40' CNG buses	\$4,426,500	\$5,000,000
Traffic Flow Improvements			
3	City of Clovis Temperance Avenue Traffic Signal Coordination	\$401,041	\$453,000
4	City of Clovis Clovis/Nees Intersection; Traffic Signal Installation	\$314,612	\$355,373
5	City of Fresno Ashlan Ave-Wireless ITS Corridor	\$575,500	\$650,000
6	City of Fresno Nees Ave-Wireless ITS Corridor	\$398,400	\$450,000
7	City of Fresno First Street-Wireless ITS Corridor	\$1,327,900	\$1,500,000
8	City of Fresno Shields Ave-Wireless ITS Corridor	\$752,500	\$850,000
9	City of Fresno Kings Canyon Road-Wireless ITS Corridor	\$398,400	\$450,000
10	City of Fresno McKinley Ave-Wireless ITS Corridor	\$752,500	\$850,000
11	City of Fresno Tulare Street-Wireless ITS Corridor	\$664,000	\$750,000
12	City of Fresno Bullard Ave-Wireless ITS Corridor	\$699,400	\$790,000
13	City of Fresno West Ave-Wireless ITS Corridor	\$425,000	\$480,000
PM-10			
14	City of Clovis Tollhouse Road Shoulder Stabilization	\$137,642	\$155,475
15	City of Clovis Alluvial Avenue Shoulder Stabilization	\$291,751	\$329,550
16	County of Fresno Shoulder Improvements on Fowler Ave	\$3,690,150	\$4,168,247
17	County of Fresno Shoulder Improvements on Floral Ave	\$997,903	\$1,127,192
18	County of Fresno Shoulder Improvements on Placer Ave	\$849,419	\$959,470
19	City of Clovis Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
20	County of Fresno Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
21	County of Fresno Shoulder Improvements California Ave	\$1,701,588	\$1,922,047
22	County of Fresno Shoulder Improvements on Jensen Ave	\$423,335	\$478,182
23	*Kings Canyon Unified Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$22,410,339	\$25,312,004
"Soft Target"		\$5,369,918	
Difference		\$17,040,421	

Transit			
1	FAX Purchase of 3 new 60' CNG buses	\$2,337,190	\$2,640,000
2	FAX Purchase 10 new 40' CNG buses	\$4,426,500	\$5,000,000
3	FAX Purchase 2 new 40' electric hybrid buses	\$1,150,890	\$1,300,000
4	FAX Transit Signal Prioritization	\$770,210	\$870,000
5	Kings Canyon Unified 5 Hybrid Electric Powered School Buses	\$1,058,981	\$1,196,184
Total		\$9,743,771	\$11,006,184
"Soft Target"		\$2,684,959	
Difference		\$7,058,812	

Alternative Fuel			
6	City of Kerman 2 Electric Powered Maintenance Trucks	\$30,000	\$34,000
7	City of Sanger Purchase CNG Refuse Truck	\$132,800	\$150,000
Total		\$162,800	\$184,000
"Soft Target"		\$1,610,976	
Difference		-\$1,448,176	

Diesel Retrofits-(non-transit)

Miscellaneous			
8	City of Fresno Sugar Pine Trail Head and Park and Ride Lot	\$380,294	\$429,564
9	Central Transit & Development Building of an inventory of NEVs	\$350,000	\$1,765,580
Total		\$730,294	\$2,195,144
"Soft Target"		\$201,372	
Difference		\$528,922	

Traffic Flow Improvements

10 City of Clovis	Temperance Avenue Traffic Signal Coordination	\$401,041	\$453,000
11 City of Clovis	Tollhouse & Armstrong Round-about Installation	\$330,029	\$372,788
12 City of Clovis	Temperance & Nees Traffic Signal Installation	\$558,507	\$630,868
13 City of Clovis	Clovis/Nees Intersection; Traffic Light Installation	\$314,612	\$355,373
14 City of Fresno	Herndon Avenue Right-turn Pocket Extension	\$310,730	\$350,988
15 City of Fresno	West Ave-Wireless ITS Corridor	\$425,000	\$480,000
16 City of Fresno	Jensen Ave-Fiber ITS Corridor	\$1,000,400	\$1,130,000
17 City of Fresno	Bullard Ave-Wireless ITS Corridor	\$699,400	\$790,000
18 City of Fresno	First Street-Wireless ITS Corridor	\$1,327,900	\$1,500,000
19 City of Fresno	Ashlan Ave-Wireless ITS Corridor	\$575,500	\$650,000
20 City of Fresno	Nees Ave-Wireless ITS Corridor	\$398,400	\$450,000
21 City of Fresno	Kings Canyon Road-Wireless ITS Corridor	\$398,400	\$450,000
22 City of Fresno	Shields Ave-Wireless ITS Corridor	\$752,500	\$850,000
23 City of Fresno	McKinley Ave-Wireless ITS Corridor	\$752,500	\$850,000
24 City of Fresno	Tulare Street-Wireless ITS Corridor	\$664,000	\$750,000
25 City of Kingsburg	Coordinate Traffic Signals on Sierra Street	\$262,159	\$296,125
26 City of Kingsburg	Construct Roundabout at Draper St and Marion St	\$322,945	\$364,786
27 City of Kingsburg	Construct Roundabout at 18th and Kern Street	\$630,522	\$712,212
28 City of Parlier	J Street/First Street Roundabout	\$154,900	\$175,100
Total		\$10,279,445	\$11,611,240
"Soft Target"		\$1,879,471	
Difference		\$8,399,974	

Pedestrian/Bicycle

29 City of Coalinga	Baker Street Improvements	\$301,002	\$340,000
30 City of Firebaugh	Ped./Bike Route on Q Street	\$292,150	\$33,000
31 City of Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000
32 City of Firebaugh	Ped/Bike Routes-Dunkel Park	\$172,633	\$195,000
33 City of Fresno	Sugar Pine Trail Underpass on Shepherd Ave	\$400,000	\$941,000
34 City of Fresno	West Avenue Bike Lanes	\$195,652	\$221,000
35 City of Fresno	Herndon Ave Trail Gap	\$377,290	\$426,172
36 City of Fresno	Millbrook Avenue Bike Lanes	\$321,840	\$363,538
37 City of Fresno	Herndon Ave Trail Gap (2)	\$154,649	\$174,685
38 City of Fresno	Gettysburg Avenue Bicycle Lanes	\$528,524	\$597,000
39 City of Huron	Sidewalk Improvements	\$305,429	\$345,000
40 City of Kingsburg	Sidewalk Construction on Sierra St	\$28,356	\$32,030
41 City of Kingsburg	Sidewalk Construction on 18th Ave	\$43,004	\$48,576
42 City of Kingsburg	Sidewalk Construction on Sierra St (2)	\$30,237	\$34,155
43 City of Kingsburg	Sidewalk Construction on 18th Ave (2)	\$46,364	\$52,371
44 City of Orange Cove	Park, Anchor and Jacobs Avenues Sidewalks	\$141,600	\$160,000
45 City of Reedley	Reedley Parkway Bike Trails	\$212,472	\$240,000
46 City of San Joaquin	Elm Ave Trail and Citywide Bike Lanes	\$603,600	\$682,000
Total		\$4,725,821	\$5,530,527
"Soft Target"		\$805,488	
Difference		\$3,920,333	

PM-10

47 City of Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
48 City of Clovis	Alluvial Avenue Shoulder Installation	\$291,751	\$329,550
49 City of Clovis	Tollhouse Road Shoulder Installation	\$137,642	\$155,475
50 City of Firebaugh	Purchase of CNG Street Sweeper	\$205,390	\$232,000
51 City of Mendota	Purchase of CNG Street Sweeper	\$205,390	\$232,000
52 County of Fresno	Shoulder Improvements Fowler Ave	\$3,690,150	\$4,168,247
53 County of Fresno	Shoulder Improvements on Floral Ave	\$997,903	\$1,127,192
54 County of Fresno	Shoulder Improvements on Placer Ave	\$849,419	\$959,470
55 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
56 County of Fresno	Shoulder Improvements on California Ave	\$1,701,588	\$1,922,047
57 County of Fresno	Shoulder Improvements on Jensen Ave	\$423,335	\$478,182
58 *Kings Canyon Unified	Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$10,626,385	\$12,001,447
"Soft Target"		\$469,868	
Difference		\$10,156,517	

Total	\$36,268,516
CMAQ Funds Available	\$13,424,796
Difference	\$22,843,720

RSTP Regional Bid 2009

Applicant / Priority		Route	Project Limits	Scope of Work	Avg Minus Hi Lo	Amount Requested	Amount Recommended	
1	County	10	Jensen Avenue	Golden State Blvd to Maple Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	48.50	\$866,827	\$866,827
2	Mendota	1	Naples Street	2nd Street to 4th Street.	Reconstruction of existing 2 lane road.	48.50	\$320,061	\$320,061
3	Fresno (City Public Works)	14	Eaton Trail	Beginning 1/4 mile north of Audubon Drive to Copper Ave.	Slurry seal on the asphalt concrete paved trail to prolong pavement life and improve pavement smoothness for trail users. Includes replacement of wood deck planks on two separate bridge overcrossings.	48.25	\$139,701	\$139,701
4	Kerman	1	First Street	Kearney Blvd to Whitesbridge Road.	Rehabilitate existing pavement.	44.80	\$309,900	\$309,900
5	Fresno (City Public Works)	7	Herndon Avenue	Fresno Street to SR 41.	Widen Herndon Ave construction auxiliary lane. Construct operational improvements to relieve congestion and reduce delay.	42.50	\$499,165	\$499,165
6	Kingsburg	1	Sixth Avenue	Sixth Ave reconstruction from Sierra Street to Kern Street.	Pavement reconstruction improvements.	42.50	\$170,453	\$170,453
7	Fresno (City Public Works)	1	Herndon Avenue	Blackstone Ave to Cedar Ave	Asphalt concrete overlay, curb ramp installation, and striping.	42.25	\$1,171,664	\$1,171,664
8	Fresno (City Public Works)	3	Friant Road	Copper Ave to Champlain Ave	Asphalt concrete overlay, curb ramp installation, and striping.	41.75	\$1,171,664	\$1,171,664
9	Kingsburg	2	Lincoln Street	Lincoln Street reconstruction from Sierra Street to 18th Street.	Pavement reconstruction improvements.	40.25	\$142,425	\$142,425
10	Fresno (City Public Works)	8	Herndon Avenue	Valentine Ave to Brawley Ave.	Widen Herndon Ave from 4 to 6 lanes. Construct operational improvements to relieve congestion and reduce delay.	40.00	\$1,770,700	\$1,770,700
11	Clovis	1	Alluvial Avenue	Clovis Ave to Sunnyside Ave.	Road rehabilitation along an existing 2 lane undivided collector with a continuous left turn lane	38.25	\$418,304	\$418,304
12	Kerman	2	Middleton Avenue	First Street to Del Norte Ave.	Rehabilitate existing pavement.	37.60	\$120,400	\$120,400
13	Fresno (City Public Works)	11	Herndon Avenue	Cedar Ave to Willow Ave.	Asphalt concrete overlay, curb ramp installation, and striping.	37.00	\$1,083,253	\$1,083,253
14	Fresno FAX (6 of 6)	15	N/A	Rehabilitate Downtown bus shelters.	Rehabilitate Downtown bus shelters.	36.00	\$442,650	\$442,650
15	Kingsburg	3	Earl Street	Earl Street reconstruction from California Street to 18th Avenue.	Pavement reconstruction improvements.	35.25	\$116,225	\$116,225
16	Fresno (City Public Works)	17	Shaw Avenue and SR 41	Sr 99 northbound off-ramp at Shaw Ave.	Widen northbound off-ramp. Construct operational improvements to relieve congestion and reduce delay through construction of an additional left turn lane.	35.00	\$727,523	\$727,523
17	Sanger	1	Greenwood Avenue	North Ave to Jensen Ave.	Rehabilitate existing pavement	35.00	\$465,500	\$465,500
18	Clovis	2	Clovis Avenue	Herndon Ave to Alluvial Ave.	Road rehabilitation along an existing 4 lane divided arterial	34.50	\$582,793	\$582,793
19	Fresno (City Public Works)	5	Eastbound Jensen Avenue	Chestnut Ave to Willow Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	34.50	\$301,524	\$0
20	Orange Cove	1	Center Street	South Ave to Park Blvd.	Reconstruct existing Street paving. Grind inadequate asphalt and base rock for use as aggregate sub-base. Install new AC paving and base.	33.30	\$599,000	\$599,000
21	Fresno (City Public Works)	18	North Avenue	Maple Ave to Cedar Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	30.50	\$852,808	
22	Clovis	6	Herndon Avenue	Sunnyside Ave to Fowler Ave.	Road rehabilitation along an existing 4 lane divided arterial	30.25	\$402,177	
23	Orange Cove	2	Park Blvd and Anchor Avenue	Park Blvd from Anchor Ave to 0.25 miles west and on Anchor Ave from Park Blvd to 0.15 miles south.	Install concrete curb, gutter and sidewalk, asphalt paving and street lights.	29.90	\$530,000	
24	Clovis	3	Shaw Avenue	Clovis Ave to Sunnyside Ave.	Road rehabilitation along an existing 6 lane divided arterial	29.75	\$629,537	
25	Fresno (City Public Works)	19	Cedar Avenue	Jensen Ave to Union Pacific Railroad.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	29.25	\$642,329	
26	Clovis	4	Herndon Avenue	Fowler Ave to Armstrong Ave.	Road rehabilitation along an existing 6 lane divided arterial	29.00	\$477,958	
27	Fresno (City Public Works)	13	Friant Road	Nees Ave to Champlain Drive.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	29.00	\$2,939,373	
28	Reedley	1	11th Street	From the alley between B and C Streets to the alley between E and F Streets (lifeline project extends to North Ave).	Reconstruction of pavement, sidewalk, curb and gutter, replacement of 10" sanitary sewer line and reconstruction of domestic water line within project limits	26.86	\$740,800	
29	Kingsburg	4	Stroud Avenue	Stroud Avenue reconstruction from 1st Ave to Madsen Ave.	Pavement reconstruction improvements.	26.50	\$159,895	
30	San Joaquin	2	Manning Avenue	Placer Ave to Sutter Ave.	Overlay existing asphalt paving.	25.60	\$435,500	

RSTP Regional Bid 2009

31	Kerman	3	California Avenue	Madera Ave to Del Norte Ave.	Rehabilitate existing pavement.	23.66	\$464,800	
32	Fresno County	1	Auberry Road	SR 168 to Frazier Road.	Reconstruction of an existing 2 lane road.	23.00	\$4,533,072	
33	Fresno (City Public Works)	16	Herndon Avenue	Sr 99 northbound off-ramp at Herndon Ave.	Widen northbound onramp. Construct operational improvements to relieve congestion and reduce delay through construction of a right turn lane.	22.75	\$1,001,280	
34	Fresno County	2	Mt Whitney Avenue	Howard Ave to SR 145.	Reconstruction of an existing 2 lane road.	21.88	\$3,560,684	
35	Fresno FAX (3 of 6)	6	N/A	Bus shelter solar lighting.	Bus shelter solar lighting	21.25	\$66,398	
36	Orange Cove	3	Anchor Avenue	Park Blvd to Adams Ave.	Reconstruct existing paving that is not adequate in width or structural depth.	20.60	\$499,000	
37	Fresno County	3	Dickensen Avenue	SR 180 to Shaw Ave.	Reconstruction of an existing 2 lane road.	20.58	\$4,447,591	
38	San Joaquin	1	Colorado Avenue	Sutter Ave to 6th Street.	Install concrete curb, gutter and sidewalk, asphalt paving for bike and parking lanes.	20.50	\$238,900	
39	Fresno FAX (2 of 6)	4	N/A	Retrofit for 23 CNG buses.	Retrofit for 23 CNG buses.	20.00	\$1,832,571	
40	Fresno County	4	McKinley Avenue	Chateau Fresno Ave to Bishop Ave.	Reconstruction of an existing 2 lane road.	19.80	\$4,483,483	
41	Fresno FAX (5 of 6)	12	N/A	Citywide bus stop, shelter and signage improvements.	Citywide bus stop, shelter and signage improvements.	18.25	\$442,850	
42	Clovis	5	Nees Avenue	Minnewawa Ave to Clovis Ave.	Construct outside travel lane	15.25	\$739,151	
43	Fresno FAX (1 of 6)	2	N/A	Remodeling of Transportation Maintenance Facility	Remodeling of Transportation Maintenance Facility	14.60	\$2,213,250	
44	Fresno FAX (4 of 6)	9	N/A	Retrofitting the 125 bus fleet with three position bike racks.	Retrofitting the 125 bus fleet with three position bike racks.	8.25	\$110,663	
45	Fresno (City Public Works)	20	SR 41	Gettysburg Ave overcrossing to Shaw Ave exit ramp to create a two-lane exit ramp.	Gettysburg Ave overcrossing to Shaw Ave exit ramp to create a two-lane exit ramp.	3.00	\$3,541,100	
TOTALS							\$48,441,720	\$11,118,207

RSTP Regional Bid 2009

Agency	# of Projects	% of Projects	\$ of Bid Pot	% of Bid Pot
Fresno	8.5	45%	\$ 7,439,733	67%
Mendota	1	5%	\$ 320,061	3%
Kerman	2	11%	\$ 430,300	4%
Kingsburg	3	16%	\$ 429,103	4%
Clovis	2	11%	\$ 1,001,097	9%
Sanger	1	5%	\$ 465,500	4%
Orange Cove	1	5%	\$ 599,000	5%
County	0.5	3%	\$ 433,414	4%

Total	19	100%	\$ 11,118,207	100%
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Urban Area	11	58%	\$ 8,874,243	80%
Rural Area	8	42%	\$ 2,243,964	20%

2009 CMAQ Regional Bid Projects

Applicant	# of Projects Submitted	# of Projects Funded	% of Total # Submitted	Total CMAQ Money Awarded	% of Awarded
Clovis	7	3	12%	\$1,007,404	7.5%
Coalinga	1	0	2%	\$0	0.0%
County of Fresno	6	1	10%	\$2,247,868	16.7%
FAX	4	1	7%	\$2,337,190	17.4%
Firebaugh	4	1	7%	\$292,150	2.2%
Fowler	Did Not Apply				
Fresno	18	11	31%	\$5,761,731	42.9%
Huron	1	1	2%	\$305,429	2.3%
KCUSD	2	1	3%	\$635,400	4.7%
Kerman	1	1	2%	\$30,000	0.2%
Kingsburg	7	3	12%	\$320,752	2.4%
Mendota	1	0	2%	\$0	0.0%
Orange Cove	1	1	2%	\$141,600	1.1%
Parlier	4	0	2%	\$0	0.0%
Reedley	1	1	2%	\$212,472	1.6%
San Joaquin	1	0	2%	\$0	0.0%
Sanger	1	1	2%	\$132,800	1.0%
Selma	Did Not Apply				
CTDC	1	0	2%	\$0	\$0
Total Regional Bid	58	26	100%	\$13,424,796	100%
Urban Area	29	15	50%	\$9,106,325	68%
Rural Area	29	11	50%	\$4,318,471	32%

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19 City of Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
20 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
21 County of Fresno	Shoulder Improvements California Ave	\$1,701,588	\$1,922,047
22 County of Fresno	Shoulder Improvements on Jerisen Ave	\$423,335	\$478,182
23 *Kings Canyon Unified	Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$22,410,339	\$25,312,004
"Soft Target"		\$5,369,918	
Difference		\$17,040,421	

Transit			
1 FAX	Purchase of 3 new 60' CNG buses	\$2,337,190	\$2,640,000
2 FAX	Purchase 10 new 40' CNG buses	\$4,426,500	\$5,000,000
3 FAX	Purchase 2 new 40' electric hybrid buses	\$1,150,890	\$1,300,000
4 FAX	Transit Signal Prioritization	\$770,210	\$870,000
5 Kings Canyon Unified	5 Hybrid Electric Powered School Buses	\$1,058,981	\$1,196,184
Total		\$9,743,771	\$11,006,184
"Soft Target"		\$2,684,959	
Difference		\$7,058,812	

Alternative Fuel			
6 City of Kerman	2 Electric Powered Maintenance Trucks	\$30,000	\$34,000
7 City of Sanger	Purchase CNG Refuse Truck	\$132,800	\$150,000
Total		\$162,800	\$184,000
"Soft Target"		\$1,610,976	
Difference		-\$1,448,176	

Diesel Retrofits-(non-transit)

Miscellaneous			
8 City of Fresno	Sugar Pine Trail Head and Park and Ride Lot	\$380,294	\$429,564
9 Central Transit & Development	Building of an inventory of NEVs	\$350,000	\$1,765,580
Total		\$730,294	\$2,195,144
"Soft Target"		\$201,372	
Difference		\$528,922	

Traffic Flow Improvements

10 City of Clovis	Temperance Avenue Traffic Signal Coordination	\$401,041	\$453,000
11 City of Clovis	Tollhouse & Armstrong Round-about Installation	\$330,029	\$372,788
12 City of Clovis	Temperance & Nees Traffic Signal Installation	\$558,507	\$630,868
13 City of Clovis	Clovis/Nees Intersection; Traffic Light Installation	\$314,612	\$355,373
14 City of Fresno	Hemdon Avenue Right-turn Pocket Extension	\$310,730	\$350,988
15 City of Fresno	West Ave-Wireless ITS Corridor	\$425,000	\$480,000
16 City of Fresno	Jensen Ave-Fiber ITS Corridor	\$1,000,400	\$1,130,000
17 City of Fresno	Bullard Ave-Wireless ITS Corridor	\$699,400	\$790,000
18 City of Fresno	First Street-Wireless ITS Corridor	\$1,327,900	\$1,500,000
19 City of Fresno	Ashlan Ave-Wireless ITS Corridor	\$575,500	\$650,000
20 City of Fresno	Nees Ave-Wireless ITS Corridor	\$398,400	\$450,000
21 City of Fresno	Kings Canyon Road-Wireless ITS Corridor	\$398,400	\$450,000
22 City of Fresno	Shields Ave-Wireless ITS Corridor	\$752,500	\$850,000
23 City of Fresno	McKinley Ave-Wireless ITS Corridor	\$752,500	\$850,000
24 City of Fresno	Tulare Street-Wireless ITS Corridor	\$664,000	\$750,000
25 City of Kingsburg	Coordinate Traffic Signals on Sierra Street	\$262,159	\$296,125
26 City of Kingsburg	Construct Roundabout at Draper St and Marion St	\$322,945	\$364,786
27 City of Kingsburg	Construct Roundabout at 18th and Kern Street	\$630,522	\$712,212
28 City of Parlier	J Street/First Street Roundabout	\$154,900	\$176,400
Total		\$10,279,445	\$11,611,240
"Soft Target"		\$1,879,471	
Difference		\$8,399,974	

Pedestrian/Bicycle

29 City of Coalinga	Baker Street Improvements	\$301,002	\$340,000
30 City of Firebaugh	Ped./Bike Route on Q Street	\$292,150	\$33,000
31 City of Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000
32 City of Firebaugh	Ped/Bike Routes-Dunkel Park	\$172,633	\$195,000
33 City of Fresno	Sugar Pine Trail Underpass on Shepherd Ave	\$400,000	\$941,000
34 City of Fresno	West Avenue Bike Lanes	\$195,652	\$221,000
35 City of Fresno	Hemdon Ave Trail Gap	\$377,290	\$426,172
36 City of Fresno	Millbrook Avenue Bike Lanes	\$321,840	\$363,538
37 City of Fresno	Hemdon Ave Trail Gap (2)	\$154,649	\$174,685
38 City of Fresno	Gettysburg Avenue Bicycle Lanes	\$528,524	\$597,000
39 City of Huron	Sidewalk Improvements	\$305,429	\$345,000
40 City of Kingsburg	Sidewalk Construction on Sierra St	\$28,356	\$32,030
41 City of Kingsburg	Sidewalk Construction on 18th Ave	\$43,004	\$48,576
42 City of Kingsburg	Sidewalk Construction on Sierra St (2)	\$30,237	\$34,155
43 City of Kingsburg	Sidewalk Construction on 18th Ave (2)	\$46,364	\$52,371
44 City of Orange Cove	Park, Anchor and Jacobs Avenues Sidewalks	\$141,600	\$160,000
45 City of Reedley	Reedley Parkway Bike Trails	\$212,472	\$240,000
46 City of San Joaquin	Elm Ave Trail and Citywide Bike Lanes	\$603,600	\$682,000
Total		\$4,725,821	\$5,530,527
"Soft Target"		\$805,488	
Difference		\$3,920,333	

PM-10

47 City of Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
48 City of Clovis	Alluvial Avenue Shoulder Installation	\$291,751	\$329,550
49 City of Clovis	Tollhouse Road Shoulder Installation	\$137,642	\$155,475
50 City of Firebaugh	Purchase of CNG Street Sweeper	\$205,390	\$232,000
51 City of Mendota	Purchase of CNG Street Sweeper	\$205,390	\$232,000
52 County of Fresno	Shoulder Improvements Fowler Ave	\$3,690,150	\$4,168,247
53 County of Fresno	Shoulder Improvements on Floral Ave	\$997,903	\$1,127,192
54 County of Fresno	Shoulder Improvements on Placer Ave	\$849,419	\$959,470
55 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
56 County of Fresno	Shoulder Improvements on California Ave	\$1,701,588	\$1,922,047
57 County of Fresno	Shoulder Improvements on Jensen Ave	\$423,335	\$478,182
58 *Kings Canyon Unified	Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$10,626,385	\$12,001,447
"Soft Target"		\$469,868	
Difference		\$10,156,517	

Total	\$36,268,516
CMAQ Funds Available	\$13,424,796
Difference	\$22,843,720

2009 CMAQ Call for Projects

[illegible]

Category/Applicant	Project Description	CMAQ Funding Requested	Total Project Cost	Average Score	Recommended \$	Cumulative \$
Pedestrian-Bicycle						
(\$805,488 "Soft Target")						
23 Fresno	Hemdon Ave Trail Gap-Fruit to Harrison Avenues	\$154,649	\$174,685	42.20	\$154,649	\$154,649
24 Fresno	West Avenue Bike Lanes from Yale to South of Fairmont	\$195,652	\$221,000	37.40	\$195,652	\$350,301
25 Kingsburg	Sidewalk Construction on the South side of Sierra St.	\$28,356	\$32,030	33.83	\$28,356	\$378,657
26 Kingsburg	Sidewalk Construction on the North side of Sierra St.	\$30,237	\$34,155	33.50	\$30,237	\$408,894
27 Huron	Sidewalk Improvements-Mouren Elementary School	\$305,429	\$345,000	32.50	\$305,429	\$714,323
28 Fresno	Hemdon Ave Trail Gap-between Valentine and Marks	\$377,290	\$426,172	32.20		
29 Kingsburg	Sidewalk Construction on the West side of 18th Ave	\$43,004	\$48,576	31.17		
30 Fresno	Millbrook Avenue Bike Lanes from Shields to Gettysburg	\$321,840	\$363,538	31.00		
31 Firebaugh	Ped/Bike Route on Q Street	\$292,150	\$330,000	30.50	\$292,150	\$1,006,473
32 Fresno	Sugar Pine Trail Underpass at Shepherd Ave west of Millbrook	\$400,000	\$941,000	30.00		
33 Fresno	Gettysburg Avenue Bicycle Lanes from Blackstone to Willow	\$528,524	\$597,000	29.20		
34 Reedley	Reedley Parkway Bike Trails	\$212,472	\$240,000	29.00	\$212,472	\$1,218,945
35 Kingsburg	Sidewalk Construction on the East side of 18th St.	\$46,364	\$52,371	28.67		
36 Orange Cove	Park, Anchor and Jacobs Avenues Sidewalks	\$141,600	\$160,000	28.60	\$141,600	\$1,360,545
37 San Joaquin	Elm Ave Trail and Citywide Bike Lanes	\$603,600	\$682,000	25.20		
38 Firebaugh	Ped/Bike Routes-Dunkel Park	\$172,633	\$195,000	25.00		
39 Coalinga	Baker Street Improvements	\$301,002	\$340,000	23.83		
40 Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000	20.33		
PM-10						
(\$469,868 "Soft Target")						
41 County of Fresno	Shoulder Improvements on Fowler Ave from South to Elkhorn	\$3,680,150	\$4,168,247	50.00		
42 Clovis	Alluvial Avenue, between Fowler-McKelvy, Shoulder Installation	\$291,751	\$329,550	44.83	\$291,751	\$291,751
43 County of Fresno	Shoulder Improvements on Floral Ave from Fowler to DeWoff	\$997,903	\$1,127,192	43.20		
44 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017	41.40		
45 County of Fresno	Shoulder Improvements on California Ave from SR 33 to Lyon	\$1,701,588	\$1,922,047	40.20		
46 County of Fresno	Shoulder Improvements on Placer Ave from Lincoln to Adams	\$849,419	\$959,470	39.60		
47 County of Fresno	Shoulder Improvements on Jensen Ave from SR 145 to Siskiyou	\$423,335	\$478,182	35.80		
48 Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600	28.33		
49 Mendota	Purchase of CNG Street Sweeper	\$205,390	\$232,000	24.17		
50 Firebaugh	Purchase of CNG Street Sweeper	\$205,390	\$232,000	22.83		
51 Clovis	Tollhouse Road Shoulder Installation	\$137,642	\$155,475	22.50		
Total					\$13,424,796	\$13,424,796

**Caltrans Status of Projects Report
November 2009**

Route	Location Description	Estimated Ready to Begin Construction	Estimated End Construction	Project Manager	Comment
99	From North Goshen Overhead to Conejo Ave Separation - Widen 4 Lane Freeway to 6 Lanes	08/10	10/13	Phillip Sanchez (559) 243-3466	~~SR99 Bond funded project.~~ Environmental Phase approved in 11/06. Design Phase submitted to headquarters for approval in 10/09. Project has R/W issues with AT&T underground utility within freeway R/W. State is having difficulty selling bonds to fund construction projects including this
99	From Ashlan Ave to Grantland Ave - Widen 4 Lane Freeway to 6 Lanes	09/12	09/14	Jim Bane (559) 243-3469	Project Study Report completed in 06/01. SR99 Bond funded project. Original project proposed to be split at Grantland Ave for Construction Phase in 08/09.
99	From Grantland Ave to Ave 7- Widen 4 Lane Freeway to 6 Lanes	07/16	07/18	Jim Bane (559) 243-3469	(See Project Above)
99	Between Shaw Ave and Herndon Ave - New Interchange	07/13	07/16	Jim Bane (559) 243-3469	City of Fresno is lead agency. Project Study Report targeted for completion 01/09.
180	Between Route 41 and Route 168 - Construct Braided Ramps	04/13 (Phase 1)	04/15 (Phase 1)	Neil Bretz (559) 243-3465	Project Study Report completed in 07/09. Negotiating with COFCG & FCTA to obtain funding to start Environmental Phase in early 2010.
180	Between James Rd and Lake Ave - Construct Passing Lanes	05/17	12/18	Neil Bretz (559) 243-3465	Project Study Report updated in 05/08. Project is awaiting funding.
180	From Clovis Ave to Temperance Ave - Construct 4 Lane Freeway on New Alignment	01/08	11/09	Neil Bretz (559) 243-3465	Construction to be completed in 11/09.
180	From Temperance Ave to Quality Ave - Construct 4 Lane Freeway	11/09	02/11	Neil Bretz (559) 243-3465	Construction contract approved in 09/09. Construction Phase scheduled to begin in 11/09.
180	From Quality Ave to Trimmer Springs Rd - Widen 2 Lanes to 4 Lane Expressway	TBD	TBD	Neil Bretz (559) 243-3465	Project currently on hold due to lack of funding. Negotiating with COFCG & FCTA to secure funding for Design & Right of Way Phases.

Fresno COG "One Voice" - 2010 Regional Issues

Issue	Summary	Area Affected
The American Recovery and Reinvestment Act of 2009	Update in progress – Katie Stevens Provide an update on Valley's progress to date.	San Joaquin Valley
Energy Efficiency	We ask for continued appropriations and changes to the Energy Efficiency and Conservation Block Grant (EECBG) Program administered by the US Department of Energy. This program is providing needed funding for energy efficiency and renewable energy projects in all jurisdictions throughout the San Joaquin Valley in 2009.	San Joaquin Valley
Clean Energy and Water Technology Environmental Permit Streamlining and Certified Sites	We request the creation of a federal program or process to assist jurisdictions in streamlining environmental permitting and create a set of "Certified Sites" – nationally pre-permitted for the attraction of clean energy and water technology companies and projects. The envisioned program would streamline environmental and entitlement processes to attract and "nest" clean energy and water technology companies around the country, but particularly in the San Joaquin Valley that is strategically positioned for clean energy development, including wind, solar, geothermal, hydropower, energy storage, smart grids, biomass, biogas, and biofuels	San Joaquin Valley
San Joaquin Valley Goods Movement Program and State Route 99	The efficient movement of goods across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs. This request is one of seven principles contained in the California Consensus Principles on Federal Transportation Authorization for 2009 – endorsed by California's Business, Transportation and Housing Agency, the California Association of Councils of Governments, California State Association of Counties, League of California Cities, Metropolitan Planning Organizations, and Regional Transportation Planning Agencies.	San Joaquin Valley
Water – Supply, Reliability and Quality	Water is currently the most critical issue being faced by the San Joaquin Valley. Many pressing concerns—new as well as long standing—are affecting water supply reliability, quantity, and quality of the region's agricultural, urban, and environmental water needs.	San Joaquin Valley
High Speed Rail – Federal Component	Governor Arnold Schwarzenegger submitted the state's application for nearly \$4.7 billion in federal American Recovery and Reinvestment Act (Recovery Act) funding for engineering, design and construction on California's high-speed train system. Pledging a dollar-for-dollar match from state and local funds, including the high-speed rail bond passed by California voters in November 2008, the state's application would generate a nearly \$10 billion investment. This funding would collectively create nearly 130,000 jobs throughout California.	California

Issue	Summary	Area Affected
Air Quality Enterprise/ Empowerment Zone Designation Federal Tax Legislation (Authorization)	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. A 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.	San Joaquin Valley
Sustainable Communities Initiative	We ask for support to establish the San Joaquin Valley as a demonstration region for the implementation of HUD/EPA/DOH/DOE's Sustainable Communities Initiative. Among their proposed activities, this interagency partnership "will seek to integrate housing, transportation, water infrastructure, and land use planning and investment. HUD, EPA and DOT propose to make planning grants available to metropolitan areas, and create mechanisms to ensure those plans are carried through to localities." Upon his visit to the Valley in August 2009, Deputy Secretary Ron Sims indicated that the San Joaquin Valley's interest in becoming a demonstration region would be best realized with support requests from the Valley Congressional delegation.	San Joaquin Valley
Innovation for Sustainable Growth and Quality Jobs	Since taking office, President Obama has taken historic steps to lay the foundation for the innovation economy of the future. The Obama Innovation Strategy builds on well over \$100 billion of Recovery Act funds that support innovation, additional support for education, infrastructure and others in the Recovery Act and the President's Budget, and novel regulatory and executive order initiatives. It seeks to harness the inherent ingenuity of the American people and a dynamic private sector to ensure that the next expansion is more solid, broad-based, and beneficial than previous ones. It focuses on critical areas where sensible, balanced government policies can lay the foundation for innovation that leads to quality jobs and shared prosperity.	San Joaquin Valley
Department of Labor Apprenticeship Programs	Under the Workforce Investment Act (WIA), the Department of Labor provides four (-4-) primary performance measures for adult-aged clients. The current policy, however, does not consider placement of an unemployed or underemployed worker into a training program leading to an apprenticeship as a successful performance outcome. We are seeking a waiver from the United States Department of Labor (USDOL) to allow placement in a recognized apprenticeship program as equal to "Entry into unsubsidized employment."	San Joaquin Valley

Issue	Summary	Area Affected
Department of Labor Bureau of Labor Statistics	Under the previous administration, the United States Department of Labor, Bureau of Labor Statistics stopped counting agricultural workers, forestry personnel, fishermen, and government workers in its compilation of mass layoff statistics. As in the Central Valley of California, farm workers, forestry personnel, fishermen and government workers are contributing members of the workforce around the country. Not counting these workers in the overall statistics produces inaccurate figures that are used to make precise decisions. We are requesting that the current administration reverse this policy to once again include these workers into the calculus of mass layoff statistics.	San Joaquin Valley
Internal Revenue Service Empowerment Zone data	The Empowerment Zone (EZ) was established to spur the creation of businesses in economically distressed areas and to create job opportunities for economically disadvantaged workers. These tax incentives are an important component of the larger economic development and revitalization strategies in these federally designated areas. These tax incentives, however, are scheduled to expire at the end of 2010 (the EZ designations were slated to expire at the end of FY09, but the current administration allowed for a short extension). To advocate that these tax incentives be renewed, the designated regions must be able to provide accurate data that reflects the efficacy of the program. To show the efficacy of the program we are requesting that the Internal Revenue Service provide aggregate data based on the designated regions (through ZIP codes) to allow for 1) better tracking, 2) better management and 3) quantifiable defense for the renewal of this incentive program.	San Joaquin Valley



San Joaquin Valley

Clean Energy Organization

REPRESENTING THE CALIFORNIA PARTNERSHIP FOR THE SAN JOAQUIN VALLEY

CONTINUED SUPPORT FOR THE ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM

We ask for continued appropriations and changes to the Energy Efficiency and Conservation Block Grant (EECBG) Program administered by the US Department of Energy. This program is providing needed funding for energy efficiency and renewable energy projects in all jurisdictions throughout the San Joaquin Valley in 2009. As part of this request we ask that:

- Appropriations continue to be provided for both large and small eligible jurisdictions from the USDOE and through the California Energy Commission.
- DOE should streamline and simplify the award and administration process based on experiences in 2009.
- DOE should provide greater flexibility and financial support to allow jurisdictions to utilize EECBG funds to conduct climate action planning to address California's AB 32 requirements.
- DOE should take steps to encourage and fund regional approaches to provide outreach, education and technical assistance to eligible jurisdictions. The San Joaquin Valley Clean Energy Organization has provided such support to eligible San Joaquin Valley jurisdictions in 2009 and is poised to provide continued support in 2010.

BACKGROUND

The eight county region of the San Joaquin Valley (Valley) with about 3.4 million residents and the most productive agriculture in the nation, is facing significant economic, environmental and growth challenges. It is also blessed with an abundance of energy resources ranging from renewables (such as solar, biomass, biofuels, and wind) to traditional forms of energy (such as oil and natural gas). It is also a region that recognizes and is committed to addressing its challenges through increased use of clean energy, including energy efficiency and all forms of renewables.

The Valley has a regional infrastructure in place to carry out this clean energy vision. Governor Schwarzenegger has created the California Partnership for the San Joaquin Valley (CA Partnership) (www.capartnership.org) which includes state and local government leaders and business to focus and coordinate state, federal and other resources to improve the quality of life in the Valley. Greater use of clean energy is recognized as a key strategy to accomplish this goal. The CA Partnership created the SJVCEO (www.sjvcleanenergy.org) as a nonprofit organization to help the region significantly increase its use and reliance on clean energy.

The SJVCEO Board of Directors has a strong united vision for a clean energy future for the Valley and has identified significant clean energy potential in the region - particularly in the agricultural sector. The SJVCEO has established three priority areas of focus:

- Help "green" the 62 cities and eight counties in the Valley.
- Serve as a demonstration region for the 25 x 25 Initiative (www.25x25.org). This nationwide effort is committed to a vision that America's farms, forests and ranches will provide 25 % of the total energy consumed in this country from renewable sources while continuing to produce safe, abundant and affordable food, feed and fiber. In 2007 the SJVCEO signed a Memorandum of

Understanding with the 25x 25 Initiative to work together to make the Valley a regional "demonstration project" for the achievement of the 25x'25 vision.

- Support and grow a "green" energy workforce in the Valley. We have identified the scope of the opportunity and have begun efforts to link existing workforce development efforts through colleges, universities and the trades with clean energy project development opportunities in the region.

The EECBG was established in December 2007 and first funded through the American Recovery and Reinvestment Act of 2009 at \$3.2 billion nationally. Of that amount approximately \$35 million has or will be awarded to 70 Valley jurisdictions in 2009. These funds will support energy efficiency and renewable energy projects in municipal facilities and energy efficiency and conservation projects in the private sector. It is not clear that funds for the EECBG will be appropriated again in 2010.

THE EECBG is the largest and most flexible source of Federal funding available to jurisdictions to fund clean energy projects. Since this is a block grant program, jurisdictions do not have to compete for these funds. The greatest challenges that jurisdictions in the Valley have faced with this program are having the time and ability to understand:

- DOE and American Recovery and Reinvestment Act requirements to apply for these funds and report on accomplishments.
- How to best utilize these funds to help address the economic and environmental challenges that they are facing today.

During 2009 the SJVCEO has held numerous workshops and events to identify EECBG and other ARRA funding opportunities for jurisdictions and explain DOE and State requirements to pursue these funds. We have provided one-on-one technical assistance and support. We are also partnering with the Air District to provide block grant funded services to small jurisdictions throughout the region through the portion of the EECBG administered through the California Energy Commission.

VALUE OF THIS EFFORT

Much has been accomplished as a result of this federal clean energy funding. Much more remains to be done. We ask that the EECBG be continued with some changes described above to enable the Valley jurisdictions to fully utilize these clean energy funds to reduce their energy usage and costs and develop renewable energy capacity in their communities.

This request brings financial opportunity to a region deeply affected by the financial and mortgage crises in the nation's largest state that can leverage a 30-year track record of success and leadership in clean energy and climate issues.

Through the leadership of the CA Partnership, the Valley represents a new regional form of governance as an alternative to past top-down governance that could serve as a model for other parts of the country.

The regional structure to support this block grant effort in the Valley is already in place through the SJVCEO and its partners.

For Additional Information Contact:

Paul Johnson, SJVCEO Executive Director at pkjohnson49@comcast.net

Clean Energy and Water Technology Environmental Permit Streamlining and Certified Sites

We request the creation of a federal program or process to assist jurisdictions in streamlining environmental permitting and create a set of “Certified Sites” – nationally pre-permitted for the attraction of clean energy and water technology companies and projects.

The envisioned program would streamline environmental and entitlement processes to attract and “nest” clean energy and water technology companies around the country, but particularly in the San Joaquin Valley that is strategically positioned for clean energy development, including wind, solar, geothermal, hydropower, energy storage, smart grids, biomass, biogas, and biofuels.

Background

A major obstruction to developing clean energy and water technology businesses and industrial parks is the cost and length of the environmental process. In virtually all cases, clients and prospects, when evaluating locations for investment and expansion, look for immediately available sites. If the majority of the process can be addressed prior to interest and a part of the “Certified Sites” program, the cost and time for development would be reduced and there would be a stock of Certified Sites available for economic development professionals and the regions/states to market for future business. Cities and counties lack the financial resources to independently pre-permit sites, in part because independent processes lack the efficiency that a nationally sponsored program would have. Equally important, cities and counties lack the framework to efficiently modify or create new avenues of coordination with the multiple federal agencies that can be involved in permitting clean energy and water technology companies and projects.

Business leaders and consultants nationwide recognize the “Certified Sites” designation as a mark of excellence. They know pre-permitted sites will reduce construction costs and development delays, saving time and money. In 2007, the Central California Economic Development Corporation (CCEDC) received a grant through the California Partnership for the San Joaquin Valley to develop a “Certified Sites” Program. CCEDC worked with the Partnership’s Energy Work Group and Land Use, Agriculture and Housing Work Group as well as industry cluster groups to identify and promote shovel-ready sites and buildings throughout the eight-county San Joaquin Valley region. Sponsors of these sites have worked cooperatively with state and local officials to get permits and approvals necessary for the site to be developed. Proposed Certified Sites are evaluated and reviewed to ensure that they conform to the needs of particular industries and commercial interests, have secured appropriate approvals, and have access to required infrastructure in order to enable proponents acquiring the sites to immediately commence building.

CCEDC’s Certified Sites Program offers:

- Attractive incentive to lure companies to a particular site
- Marketing assistance from the County EDCs
- Ability to select the type of development most suited to your community and to develop local “buy in” before a project is announced
- Technical assistance and help with permitting issues
- Ability to substantially expedite any construction project

The program would be open to a diverse set of stakeholders, including local and county agencies, state and federal regulatory agencies, private industry, universities, and public interest to create a foundational base of information to propel new projects to completion quickly. Information will be developed and disseminated in multiple methods including formal documents complying with federal regulations (i.e. NEPA, Clean Water Act, ESA), state regulations (such as CEQA and CESA in California) and local requirements. More specifically, the federal government in cooperation with local, regional, and state lead and responsible agencies will provide funding for programmatic-level EIRs to analyze the direct, indirect, and cumulative effects of installing broad renewable energy and water technology developments within a designated area.

Practical program-level mitigation measures will be described along with a description of, and streamlined plan for, obtaining local, state, and federal permits. This approach will facilitate the entitlement process by clearly describing the regulatory environment and critical issues facing renewable energy and water technology companies seeking to develop projects in designated areas of California, and reduce the time lines and costs for entitling individual projects.

Value of this Proposal

The pre-work provided through this program is anticipated to reduce entitlement schedules by 30 to 75 percent. Through the initiation of comprehensive environmental reviews and preliminary entitlement procurement, in collaboration with the counties as well as the rural, economically depressed cities, the federal government will be able to maximize existing transportation infrastructure and minimize negative impacts on regional assets and resources such as water and productive agricultural lands.

This proposal will lead to the creation of advanced green industrial sites, new green jobs, substantial outside investment, and sustainable, regional economic stimulus. It will foster innovative green technology advances at all levels including in architecture, engineering, construction and manufacturing. In addition to having a positive impact on job creation and the economy, the Plan will also have a positive impact on key quality of life issues, including poverty, unemployment, air, land, water, energy and food (agriculture) in seriously distressed areas of Fresno County. This impact will contribute to the fulfillment of long-term environmental and economic goals, reducing the state's reliance on outside sources of energy and water.

For More Information Contact:

Steve Geil, Fresno Economic Development Corporation, SGeil@fresnoedc.com or (559) 476-2501

Jeffrey Roberts, Granville Homes, JRoberts@gvhomes.com or (559) 436-0900

Need to revise for 2010

San Joaquin Valley Goods Movement Program and State Route 99

On February 25th and 26th, 2009, a coalition of representatives from the San Joaquin Valley Regional Policy Council and the Metropolitan Planning Organizations (MPOs) from the eight counties located within the San Joaquin Valley, will be descending on the Capitol in Washington D.C. to discuss the necessity of additional goods movement funding for the Valley and the nation as a whole. This advocacy effort is termed Valley Voice and compliments the individual MPOs One Voice advocacy efforts taking place in Sacramento and Washington D.C. in 2009.

Specifically, the coalition of elected officials and MPO representatives will be seeking the establishment of goods movement as a national economic priority. The efficient movement of goods across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs. This request is one of seven principles contained in the California Consensus Principles on Federal Transportation Authorization for 2009 – endorsed by California's Business, Transportation and Housing Agency, the California Association of Councils of Governments, California State Association of Counties, League of California Cities, Metropolitan Planning Organizations, and Regional Transportation Planning Agencies. This goods movement consensus principle calls for the following in the next Federal Transportation Authorization Bill:

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between needs and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

In addition to supporting all of the California Consensus Principles, the Valley Voice delegation will be requesting the creation of a national goods movement program within the next Federal Transportation Authorization Program due in September of 2009, with emphasis on the San Joaquin Valley's critical role in national agricultural goods movement and as a thoroughfare for imports that enter through California ports and travel through the Valley to reach the nation. In particular, State Route 99 should be identified as a trade corridor of national significance in a national goods movement program.

Within the context of a national goods movement program, the Valley Voice delegation will request as a Valley, the funding of:

1. Tier 1 - Further funding for the implementation of the State of California Route 99 Business Plan.
2. Tier 2 -Funding for high priority goods movement projects within each of the eight Valley counties.

The delegation will inform lawmakers on the economic situation in the Valley and show that the Valley is ready, willing, and able to implement the next phases of improvements to State Route 99 and other key farm to market corridors.

The San Joaquin Valley is known as the "nation's salad bowl." The San Joaquin Valley is also home to more than 4 million people. State Route 99 is the backbone of the Valley and is relied upon to move agricultural goods from the area in which they are grown to cities and communities throughout the U.S. and across the globe. State Route 99 is also highly relied upon to deliver goods to and from ports on the California coastline. The residents of the San Joaquin Valley are plagued with some of the worst air quality in the nation and have very high unemployment rates. Infrastructure investment in goods movement would greatly improve Valley residents' quality of life and economic situation.

The Valley Voice delegation will also look for state support for nationally significant agricultural goods movement and State Route 99 funding as a part of a federal goods movement program during the Sacramento advocacy effort scheduled for January 28th and 29th, 2009.

One Voice Request
Water Policy Support from Federal Legislators

Problem Statement:

Water is currently the most critical issue being faced by the San Joaquin Valley. Many pressing concerns—new as well as long standing—are affecting water supply reliability, quantity, and quality of the region's agricultural, urban, and environmental water needs.

Fresno County is a conjunctive use area, meaning that the region relies on a combination of ground water pumping and surface water deliveries to supply its water needs. From the west-side agricultural districts to east-side cities, water demands are met by a continuum of often interdependent surface and groundwater supplies.

Fresno County and the San Joaquin Valley are ag-based economies. The successes or failures of the agricultural industry reverberate throughout the regional economy. The loss of surface water supplies over the last decade, especially the last two years of drought exacerbated by pumping restrictions in the Sacramento-San Joaquin Delta, have put a tremendous strain on the agricultural economy and the communities it supports. The effects extend deeply into the economy and social services networks, with low income farm workers losing work and small towns losing business due to fallowed agricultural fields.

Water deliveries to west side farmers through the Sacramento-San Joaquin Delta were reduced to 10% in the 2009 water year, the lowest on record, surpassing the 25% allocation of 1977, the driest year on record. As drought and Delta pumping restrictions reduce surface water supplies, increased pumping pressures are placed on groundwater supplies, risking the long-term reliability and quality of these crucial water sources.

Continued overuse will further overdraft groundwater supplies relied upon for both agricultural and urban uses. This can result in subsidence, increased energy use and operational costs, deterioration of groundwater quality and quantity, and potentially collapse of communities and agricultural systems which rely on these resources. However, failure to pump groundwater to offset reductions in surface water could accelerate economic collapse of some of the most vulnerable communities in the United States and place the most fruitful and productive agricultural region in the world at risk.

Delta pumping restrictions, extended drought, the impending effects of climate change on Sierra Nevada snow and precipitation patterns, water quality degradation, overdraft of ground water supplies, and the continuing flood risks to lives, property, and water supply delivery systems, are all of concern in managing the regional water supply. The current water supply, storage, and delivery systems are inadequate to serve the State's current needs for environmental, urban/municipal, and agricultural uses, much less provide for continued population growth in the face of shrinking surface water supplies and an overdrafted groundwater basin. Further, approximately 20% of all electrical energy consumed in the state is used to pump, transport or treat water, and efficiency in both water delivery systems and use remain a significant concern and opportunity.

The solution to the water issues must therefore be a synergistic, interdependent and comprehensive approach that results in assuring an adequate and reliable water supply to meet the needs of people and the environment. Californians are seeking to move toward a sustainable water future at the local levels through funding and implementation of multi-agency, watershed-wide Integrated Water Resources Management Plans. We need the support and partnership of State and Federal legislators, and water management and infrastructure agencies as we work through the complex issues surrounding water supply, reliability, and quality, and offer the following recommendations:

Recommendations:

- Support the development and implementation of balanced, comprehensive, Integrated Regional Water Resources Management Plans (IRWMPs). (Federal partner: Bureau of Reclamation);
- Expand and support surface storage and conjunctive use programs where feasible; augment surface and groundwater banking programs and recycled water projects in the San Joaquin Valley (Federal partner: Bureau of Reclamation);
- Support and fund efforts to restore the Sacramento-San Joaquin River Delta to reliably function as the water delivery system for the entire State while sustaining its unique ecosystem and environments, to allow for resumption of Delta exports to the western San Joaquin Valley. This would include efforts to secure the water supply of the State against sudden disruptions, including enhanced levee and flood protection, environmental restoration and protection, and alternative and improved conveyance and water delivery facilities. (Federal partners: Bureau of Reclamation and Army Corps of Engineers);
- Expedite federal review of the Two-Gates and Intertie Delta Projects as urgency measures to improve water supply reliability. (Federal partner: Bureau of Reclamation);
- Expedite federal review of the Biological Opinions issued by federal agencies concerning threatened or endangered species in the Delta, relying on best available science and which take into account social and economic impacts to determine appropriate and comprehensive management plans. (Federal partner: Department of the Interior);
- Expand support for agricultural and urban water use conservation, efficiency and energy efficiency programs (Federal partner: US Department of Agriculture).
- Continue emergency drought assistance to the San Joaquin Valley and its farm-dependent communities. (Federal partners: Federal Emergency Management Agency and Department of Agriculture?);
- Enhance funding to improve infrastructure for flood control and levee improvement, and for accurate flood mapping and assessment of flood risks, to safeguard life and property from flood risk and secure regional water quality and water supply (Federal partners: U.S. Army Corps of Engineers, Federal Emergency Management Agency);
- Implement the San Joaquin River Restoration project with equal commitment to resource and environmental restoration and to mitigate impacts to Friant water users by reuse, recapture, conjunctive use, or other programs to maintain reliability of adequate water supplies. (Federal partner: Bureau of Reclamation).



PRESS RELEASE

11/02/2009 GAAS:579:09 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Submits California's Application for \$4.7 Billion in High-Speed Rail Recovery Act Funding

*Pledging State Matching Funds, Proposal to Provide
\$10 Billion Economic Boost to California and Create Nearly 130,000*

Joined by federal, state and local officials in united support, Governor Arnold Schwarzenegger today announced his submission of the state's application for nearly \$4.7 billion in federal American Recovery and Reinvestment Act (Recovery Act) funding for engineering, design and construction on California's high-speed train system. Pledging a dollar-for-dollar match from state and local funds, including the high-speed rail bond passed by California voters in November 2008, the state's application would generate a nearly \$10 billion investment. This funding would collectively create nearly 130,000 jobs throughout California.

"Recovery Act funding for high-speed rail will go further and create more jobs in California than in any other state in the nation – because we have pledged to match it dollar-for-dollar," said Governor Schwarzenegger. "Labor, business, environmental and government leaders across the state are united in support of this historic proposal because it would lay the foundation for California's 21st century transportation system, create nearly 130,000 jobs and improve our mobility, quality of life and environment."

California is proposing the only true high-speed train capable of 200-plus miles per hour and is further along in planning than any other similar project in the nation. Planning and engineering work for California's 800-mile system has been ongoing for more than 13 years.

California voters approved Proposition 1A, the \$9.95 billion high-speed rail bond, in November 2008. In August 2008, Governor Schwarzenegger signed AB 3034 replacing Proposition 1 with Proposition 1A on the November 2008 ballot. The measure improved the High-Speed Train Bond Act by providing increased taxpayer protections and fiscal controls. The Governor's signing of this measure also assured public-private partnership financing for high-speed rail and limited the amount of bond funding that can be spent on non-construction items.

California's application for nearly \$4.7 Billion in high-speed rail Recovery Act funding includes:

- \$2.18 billion for Los Angeles to Anaheim, including high-speed train facilities at Los Angeles Union Station, Norwalk Station and the Anaheim Regional Transportation Intermodal Center; right-of-way acquisition, grade-separations, utility relocation, environmental mitigation, earthwork, guideway structures, tunneling, and track work. **Total jobs created: 53,700.**
- \$980 million for San Francisco to San Jose, including station improvements, grade separations, electrification and safety state-of-the-art "positive train control" in an upgraded, shared alignment with Caltrain. **Total jobs created: 34,200.**
- \$466 million for Merced to Fresno, including right-of-way acquisition, grade-separations, utility relocation, environmental mitigation, earthwork, guideway structures and track. **Total jobs created: 10,500.**
- \$819.5 million for Fresno to Bakersfield, including right-of-way acquisition, grade-separations, utility relocation, environmental mitigation, earthwork, guideway structures, track relocation and new track. **Total jobs created: 16,500.**
- \$276.5 million for preliminary engineering and environmental work in all system segments including Los Angeles to San Diego via the Inland Empire, Los Angeles to Palmdale and Bakersfield, Sacramento to Merced and the Altamont Rail Corridor. **Total jobs created: 12,000.**

Find background materials and broadcast-quality video simulations of California's high-speed train at: www.cahighspeedrail.ca.gov/

ONE VOICE 2009/10 FRESNO COUNTY BOARD OF SUPERVISORS REQUEST

Air Quality Enterprise/Empowerment Zone Designation and Support for Senator Boxer's *Air and Health Quality Empowerment Zone Designation Act of 2008* (S.3496, 110th Congress)

Recipient/Program Administrator: San Joaquin Valley Air Pollution Control District

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. A 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.

- a. **New Incentive Funding** – State and local funds available for incentive-based programs in the San Joaquin Valley are approximately \$40 million per year. The primary sources for these funds are the expected revenues from the District's Indirect Source Review rule, voluntary development mitigation agreements, local DMV surcharge fees, and the state's Carl Moyer program. Significant new funding will be required to procure the necessary reductions. The District is seeking \$200 million per year for a period of ten years to accelerate the introduction of new cleaner technologies. **This level of funding can procure only 20% of the necessary reductions in emissions with the remaining 80% having to come from state, federal, and local regulatory measures.**
- b. **Tax Incentives Plant/Fleet Modernization** – In order to attain the federal standards for ozone and PM2.5, the District, ARB, and EPA have identified opportunities for emissions reductions from existing and new regulations. The regulations identified to date are not sufficient to bring the Valley into attainment in a timely manner. In order to attain the standard it will be necessary to go beyond regulation and replace existing industrial and mobile source equipment with cleaner equipment prior to the end of its useful life. The District supports the creation of tax incentives in order to obtain cost-effective emissions reductions by encouraging the early retirement of this equipment.

Senator Barbara Boxer initiated legislation in 2008, and is expected to reintroduce that legislation in 2009/10 to designate air quality empowerment zones to address the health and economic development impacts of non-attainment of federally mandated air quality standards in the San Joaquin Valley. The Air and Health Quality Empowerment Zone Designation Act of 2008 (S.3496, 110th Congress), in reintroduced, would authorize \$20 million annually in grant funding incentives for vehicle and engine replacement or retrofit in non-attainment areas such as the San Joaquin Valley, through 2013.



California Partnership for the San Joaquin Valley

Establishment of San Joaquin Valley as “Sustainable Community” Through Federal Interagency Initiative

We ask for support to establish the San Joaquin Valley as a demonstration region for the implementation of HUD/EPA/DOT/DOE's Sustainable Communities Initiative. Among their proposed activities, this interagency partnership “will seek to integrate housing, transportation, water infrastructure, and land use planning and investment. HUD, EPA and DOT propose to make planning grants available to metropolitan areas, and create mechanisms to ensure those plans are carried through to localities.” Upon his visit to the Valley in August 2009, Deputy Secretary Ron Sims indicated that the San Joaquin Valley's interest in becoming a demonstration region would be best realized with support requests from the Valley Congressional delegation.

Background:

The Administration is organizing an Initiative for Sustainable Communities through which federal agencies, starting with HUD, EPA, DOT, and DOE, will coordinate and integrate energies and resources with local ones in place-based strategies. An Office for Sustainable Communities has been formed under HUD's Deputy Secretary Ron Sims. Legislation to fund the federal interagency task force, the office, and local regional participants is being advanced through Congress (S.1619-Dodd).

Deputy Secretary Ron Sims visited the Valley and met with federal agencies, housing authorities, non-profits and city and county officials who discussed with him that the Valley could provide communities that would be ideal demonstration sites and even living labs for the sustainability initiative. Through Region IX's Federal Regional Council, a federal sustainability task force has been organized. In addition, the chair and vice-chairs of the California Partnership for the San Joaquin Valley (Partnership) wrote a letter urging Mr. Sims and the Office to consider the Valley and its communities as place-based demonstration sites. The federal task force, coordinated by the local HUD Office, believes that the Partnership along with the Valley Blueprint has already put together the regional infrastructure to achieve this national initiative. With the Partnership taking the lead role in administering the initiative through the established work groups, and especially the SJV Clean Energy Organization and the SJV Housing Trust, the initiative is expected to bring funding to the Valley communities and the Partnership.

Current Efforts:

On October 23, 2009, the Partnership's board of directors agreed to be the lead organization for the Sustainable Communities Initiative for the SJV, working with local HUD office to aid in development. Efforts will be focused on demonstrating that particular cities/neighborhoods of concentrated poverty within the Valley can be sustainable (i.e. energy-efficient, walkable, safe) and can become models for others throughout the Valley, state and nation.

Steering Committee Includes:

California Partnership for the San Joaquin Valley, including the Land-Use, Agriculture and Housing Work Group; San Joaquin Valley Planners; San Joaquin Valley Housing Trust; San Joaquin Valley Clean Energy Organization; Valley Councils of Government; Urban and Rural communities; Research & Advocacy Organizations (i.e. PolicyLink), HUD and other Federal/State Partners.

For Additional Information Contact:

Mike Dozier, lead executive, California Partnership for the San Joaquin Valley at mdozier@csufresno.edu or (559) 294-6021

Innovation for Sustainable Growth and Quality Jobs

Since taking office, President Obama has taken historic steps to lay the foundation for the innovation economy of the future. The Obama Innovation Strategy builds on well over \$100 billion of Recovery Act funds that support innovation, additional support for education, infrastructure and others in the Recovery Act and the President's Budget, and novel regulatory and executive order initiatives. It seeks to harness the inherent ingenuity of the American people and a dynamic private sector to ensure that the next expansion is more solid, broad-based, and beneficial than previous ones. It focuses on critical areas where sensible, balanced government policies can lay the foundation for innovation that leads to quality jobs and shared prosperity. It has three parts:

1. Invest in the Building Blocks of American Innovation. We must first ensure that our economy is given all the necessary tools for successful innovation, from investments in research and development to the human, physical, and technological capital needed to perform that research and transfer those innovations.

- **Restore American leadership in fundamental research.** President Obama implemented the largest increase in basic R&D in history, which will lay the foundation for new discoveries and new technologies that will improve our lives and create the industries of the future.
- **Educate the next generation with 21st century knowledge and skills while creating a world-class workforce.** President Obama has proposed initiatives to dramatically improve teaching and learning in K-12 education, expand access to higher education and training, and promote student achievement and careers in STEM (Science, Technology, Engineering, and Mathematics) fields.
- **Build a leading physical infrastructure.** Through the Recovery Act, the President has committed to a historic investment in our nation's roads, bridges, transit, and air transportation networks to connect our people and our businesses.
- **Develop an advanced information technology ecosystem.** For America to lead the world in the technologies of the future, President Obama believes that all Americans must have affordable 21st century access to the Internet.

2. Promote Competitive Markets that Spur Productive Entrepreneurship. It is imperative to create a national environment ripe for entrepreneurship and risk taking that allows U.S. companies to be internationally competitive in a global exchange of ideas and innovation. Through competitive markets, innovations diffuse and scale appropriately across industries and globally.

- **Promote American exports.** Exports will play an increasingly critical role in the future of the American economy, and the President's plans will ensure fair and open markets for American producers.
- **Support open capital markets that allocate resources to the most promising ideas.** Open capital markets are one of the greatest strengths of the American economy, and the President is committed to making sure these markets work.
- **Encourage high-growth and innovation-based entrepreneurship.** The Obama Administration believes it is essential that entrepreneurs continue to create new and vibrant businesses that lead to new jobs and economic growth.
- **Improve public sector innovation and support community innovation.** Innovation must occur within all levels of society, including the government itself. The Obama Administration supports the broad adoption of community innovations that work and is committed to making government perform better and more efficiently, including by working more openly.

3. Catalyze Breakthroughs for National Priorities. There are certain sectors of exceptional national importance where the market is unlikely to produce the desirable outcomes on its own. These include developing alternative energy sources, reducing costs and improving lives with health IT, and manufacturing advanced vehicles. In these industries where markets may fail on their own, government can be part of the solution.

- **Unleash a clean energy revolution.** Historic investments in smart grid, energy efficiency, and renewable technologies like wind, solar, and biofuels will help unleash a wave of ingenuity and progress that creates jobs, grows our economy, and ends our dependence on oil.
- **Support advanced vehicle technologies.** Record battery grants announced last month are part of a concerted effort to place the U.S. on the cutting edge of advanced vehicle technology, from electric cars to biofuels to advanced combustion.
- **Drive innovations in health care technology.** The President's health IT initiative is designed to drive technological innovation that will help prevent medical errors, improve health care quality, reduce costs, and cement U.S. leadership of this emerging industry.
- **Harness science and technology to address the "grand challenges" of the 21st century.** The President's commitment to science and technology will allow the United States to set and meet ambitious goals, such as educational software that is as effective as a personal tutor and smart anti-cancer therapeutics that deliver drugs only to tumor cells.

Department of Labor – Re: Apprenticeship Programs

ABSTRACT

Under the Workforce Investment Act (WIA), the Department of Labor provides four (-4-) primary performance measures for adult-aged clients. The current policy, however, does not consider placement of an unemployed or underemployed worker into a training program leading to an apprenticeship as a successful performance outcome. We are seeking a waiver from the United States Department of Labor (USDOL) to allow placement in a recognized apprenticeship program as equal to "Entry into unsubsidized employment."

BACKUP

Currently under the Workforce Investment Act (WIA) there are four (-4-) primary performance measurements for adult-aged clients, i.e., age eighteen (-18-) and over. These are slightly different if the adult aged client is qualified as an "Adult" or a "Dislocated Worker" client.

Adult Program

1. Entry into unsubsidized employment;
2. Retention in unsubsidized employment six months after entry into the employment;
3. Earnings received in unsubsidized employment six months after entry into the employment; and
4. Attainment of a recognized credential relating to achievement of educational skills, which may include attainment of a secondary school diploma or its recognized equivalent, or occupational skills, by participants who enter unsubsidized employment.

Dislocated Worker Program

1. Entry into unsubsidized employment;
2. Retention in unsubsidized employment six months after entry into the employment;
3. Earnings received in unsubsidized employment six months after entry into the employment relative to earnings of job of dislocation; and
4. Attainment of a recognized credential relating to achievement of educational skills, which may include attainment of a secondary school diploma or its recognized equivalent, or occupational skills, by participants who enter unsubsidized employment.

The nature of apprenticeship is that participants are learning on-the-job. For this reason, union apprenticeship should both count as on-the-job-training under WIA, and entrance into a union apprenticeship should count as a "placement." Additionally, state-approved apprenticeship programs should automatically be WIA eligible training providers

The current policy of allowing only "Entry into unsubsidized employment" as a successful performance outcome effectively negates our ability to place unemployed or underemployed workers into training programs leading to apprenticeship.

We are seeking a waiver from the United States Department of Labor (USDOL) to allow placement in a recognized apprenticeship program as equal to "Entry into unsubsidized employment."

Department of Labor – Re: Bureau of Labor Statistics

ABSTRACT

Under the previous administration, the United States Department of Labor, Bureau of Labor Statistics stopped counting agricultural workers, forestry personnel, fishermen, and government workers in its compilation of mass layoff statistics. As in the Central Valley of California, farm workers, forestry personnel, fishermen and government workers are contributing members of the workforce around the country. Not counting these workers in the overall statistics produces inaccurate figures that are used to make precise decisions. We are requesting that the current administration reverse this policy to once again include these workers into the calculus of mass layoff statistics.

BACKUP

The Bureau of Labor Statistics (BLS) is the principal fact-finding agency for the Federal Government in the broad field of labor economics and statistics. As stated on the BLS web site "The BLS is an independent national statistical agency that collects, processes, analyzes, and disseminates essential statistical data to the American public, the U.S. Congress, other Federal agencies, State and local governments, business, and labor. The BLS also serves as a statistical resource to the Department of Labor. BLS data must satisfy a number of criteria, including relevance to current social and economic issues, timeliness in reflecting today's rapidly changing economic conditions, accuracy and consistently high statistical quality, and impartiality in both subject matter and presentation."

Despite the BLS's commitment to provide accurate and high quality information, under the previous administration, the agency stopped counting agricultural workers, forestry personnel, fishermen, and government workers in its compilation of mass layoff statistics. When the new calculus was put in place, those regions with economies dominated by agriculture and government were adversely affected as this new formula is used to determine Department of Labor distribution of Workforce Investment Act (WIA) funds and Migrant Seasonal Farm Worker (MSFW) funds. As such, federal dollars to the Central Valley, and specifically Fresno County, have been greatly reduced considering that agriculture is the largest economic industry and government is the largest employer in the county.

Further, the process by which these groups were removed from the statistical pool was flawed. Their removal was a "policy" decision that should have included a 30-day public comment period yet it was characterized by the previous administration as a "procedural" question. If the BLS is to uphold the current methodology, it should seek to conform with the stated procedures of policy changes which mandates a 30-day public comment period.

We are requesting that the current administration reverse this policy to once again include agricultural workers, forestry personnel, fishermen and government workers into the calculus of mass layoff statistics.

IRS Data Collection Request

ABSTRACT

The Empowerment Zone (EZ) was established to spur the creation of businesses in economically distressed areas and to create job opportunities for economically disadvantaged workers. These tax incentives are an important component of the larger economic development and revitalization strategies in these federally designated areas. These tax incentives, however, are scheduled to expire at the end of 2010 (the EZ designations were slated to expire at the end of FY09, but the current administration allowed for a short extension). To advocate that these tax incentives be renewed, the designated regions must be able to provide accurate data that reflects the efficacy of the program. To show the efficacy of the program we are requesting that the Internal Revenue Service provide aggregate data based on the designated regions (through ZIP codes) to allow for 1) better tracking, 2) better management and 3) quantifiable defense for the renewal of this incentive program.

BACKUP

The Empowerment Zone tax incentives are part of a larger Community Renewal package put forth through the US Department of the Housing and Urban Development worth approximately \$11 billion in tax incentives. The incentives are in place to encourage eligible businesses to open, expand and hire local residents in a designated region by providing employment credits, a 0% tax on capital gains, increased tax deductions on equipment, accelerate real property depreciation and other incentives.

These tax incentives, however, are set to expire in Dec 2010, and while there is aggregate data available that measures the EZ designations overall, there is no specific data available that would outline the efficacy of the EZ in specific regions or zip codes. The tracking methods currently used to measure performance are, at best, frameworks for guessing. With measurable data, designated regions would be able to:

1. Determine which areas are using the incentives
2. Target market the program in those areas that are not using the incentives
3. Determine whether the program is effective

The only verifiable way to ascertain specifically how many empowerment zone vouchers are issued in a specific geographical zone is to mandate that the Internal Revenue Service provide such aggregate data to the US Department of Housing and Urban Development. This data can then be used to manage the program to maximize effectiveness.

We are requesting that the Internal Revenue Service be directed to provide to the US Department of Housing and Urban Development aggregate data based on the designated regions (through ZIP codes) to allow for 1) better tracking, 2) better management and 3) quantifiable defense for the renewal of this incentive program.