

2012 “One Voice” Regional Priority Request Application

Regional Priority:

Clarify funding guidelines for CMAQ program

Example:

Central Valley Joint Transportation Center

Submitted by: City of Reedley'

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Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Clarify funding guidelines for CMAQ program: *Central Valley Joint Transportation Center*

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every “yes” and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the “completed” application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: City of Reedley through Joint Partnership with Kings Canyon Unified School Dist

Division:

Address: 845 “G” Street, Reedley, CA 93654

Contact person(s) in organization: Nicole R. Zieba, City Manager

Phone number(s): (559) 637-4200 x. 212

Email: Nicole.Zieba@reedley.ca.gov

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract.

Clarify federal funding guidelines for CMAQ funds to allow private fueling at a facility built using CMAQ funds.

Name of project impacted by the above policy revision: Central Valley Joint Transportation Center

Project location: Reedley, CA

Amount being requested (please include future years, if applicable; e.g.: “\$50,000 for FY 211, \$250,000/3 years”; “\$100,000 for FY 2012; ongoing program”): \$4 million for FY12, \$3 million for FY13

Prior federal funding history (e.g.: “\$0 in FY 2010; \$100,000 in FY 2009, last year authorized”): CMAQ funding authorized, but only if no private fueling is allowed.

Did you make a similar request last year for FY 2011, through 2011 “One Voice” or on your own (if yes, please note project name and amount)

Sources and amounts of matching funds (state, county and local contributions): \$3 million EDA match; California Energy Commission \$480,200 awarded 2011

Possible funding sources: DOE, DOT

Please identify the Congressional and Senate district(s) in which the project lies: Devin Nunes

Current status of project for which request is made: CEQA and NEPA finished, planning completed, property has been purchased and is in process of annexation. Shovel ready for construction in early 2012

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): Mary Fast, Mayor

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision _____

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) _____

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project? _____

What other organizations, in California, Washington DC, or nationally, might be expected to support this request? _____

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request? _____

How is the Project related to economic development?

See Attached

Request for Regulatory Reform

THE REQUEST:

We are requesting that the federal government clarify that the use of CMAQ grant funds may specifically be used on transportation projects where fueling of private vehicles with clean, alternative fuels takes place.

ABSTRACT:

The Central Valley Joint Transportation Center has received approximately \$990,000 in CMAQ funding, however, the State Department of Transportation (CalTrans) has opined that CMAQ funds may not be used for this facility if fueling of privately owned vehicles is allowed. This project is exactly the type of project that will mitigate air quality and promote the use of alternative fuels for public and private entities. CMAQ funding should be allowed, as long as the CVTC is not a for-profit entity.

EXAMPLE OF A REGIONALLY SIGNIFICANT PROJECT THAT WOULD BENEFIT FROM THE ABOVE REQUEST

CENTRAL VALLEY JOINT TRANSPORTATION CENTER

PROJECT NEED:

It is our goal that the CVTA will be the State's Flagship project that can easily be replicated throughout the State and Nation. We will prove that it is possible to be good stewards of the environment by reducing emissions/carbon footprint, while saving money by consolidating services and partnering with other governmental agencies including the general public and not replicate and or duplicating facilities.

Ongoing operations will be supported by Kings Canyon Unified School District's existing transportation facilities funding. The District will house and maintain their School District fleet and maintenance and operations staff and functions at this Transportation Center. Additionally, the District will provide funds for green technology education curriculum awareness and instruction at the high school level. The Reedley College will provide funding for instruction of adult learners at the Transportation Center. These adult education students will study alternative fuel transportation vehicle maintenance and operation as well as renewable energy technologies and economics.

The City of Reedley will also provide funding from existing budgets for their fleet operations, maintenance and services. Their fleet of city vehicles will be housed and maintained at the Transportation Center.

Third party users of the Transportation Center will pay fees which will cover parking of vehicles at the Center, maintenance and operations provided by the Center and use of alternative fuel station products and services.

Additional funding of \$4 million is needed to get Phase I completed.

PROJECT DESCRIPTION:

The City of Reedley and the Kings Canyon Unified School District (KCUSD) have been working collaboratively for the past eight (8) years to develop the innovative, state-of-the-art, high performance, LEED certified, solar-powered Central Valley Transportation Center (CVTC) that promotes good jobs and clean energy technologies. The CVTC is an innovative, state of the art facility to house, repair, and maintain a green fleet of vehicles from various regional partners and will include a publicly available fueling center for alternatively fueled vehicles. This facility will also include a green learning and education center component to train current and future vehicle technicians on the latest technologies.

Specific Goals

- Promote partnerships with surrounding school districts, city, county, regional agencies, private schools, colleges, agricultural industries, and businesses to create sustainable jobs through clean energy and sustainable green technology.
- Reduce the carbon footprint through the reduction of green house gases.
- Provide alternative fuels to school districts, cities, and other private entities.
- Provide career pathways and training to the next generation for the next generation green technologies.

Specific Expected Benefits

- Reduce the Carbon footprint through the reduction of greenhouse gases.
- Create jobs.
- Expand the use of alternative fuels and sustainable green technology.
- Reduce petroleum fuel usage.

RECIPIENT:

The City of Reedley and its partners Kings Canyon Unified School District and Reedley College, through a Joint Powers Authority Agreement.

CONTACT:

Nicole Zieba, City of Reedley
(559) 637-4200 ext. 212 or email: Nicole.zieba@reedley.ca.gov

Central Valley Transportation Center

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I. Project Description

The City of Reedley and the Kings Canyon Unified School District (KCUSD) have been working collaboratively for the past eight (8) years to develop the innovative, state-of-the-art, high performance, LEED certified, solar-powered Central Valley Transportation Center (CVTC) that promotes good jobs and clean energy technologies.

The CVTC is an innovative, state of the art facility to house, repair, and maintain a green fleet of vehicles from various regional partners and will include a publicly available fueling center for alternatively fueled vehicles. This facility will also include a green learning and education center component to train current and future vehicle technicians on the latest technologies.

Specific Goals

- Promote partnerships with surrounding school districts, city, county, regional agencies, private schools, colleges, agricultural industries, and businesses to create sustainable jobs through clean energy and sustainable green technology.
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- Provide alternative fuels to school districts, cities, and other private entities.
- Provide career pathways and training to the next generation for the next generation green technologies.

Specific Expected Benefits

- Reduce the Carbon footprint through the reduction of greenhouse gases.
- Create jobs.
- Expand the use of alternative fuels and sustainable green technology.
- Reduce petroleum fuel usage.

The project will be completed in three phases.

Phase 1: will include the development of site infrastructure to support the alternative fuel technologies currently in use by both fleets for the KCUSD and the City of Reedley. This infrastructure will also support the future of emerging green technologies for the region to include KCUSD and the City of Reedley. The future expansion and completion of the facility master plan of The Central Valley Transportation Center will serve KCUSD and the City. More importantly, it will serve the entire region. This Phase would work to develop the basic infrastructure to support the Phase 2 building of the Maintenance and Operations Facilities for the Alternative Fuel aspect of the Central Valley Transportation Center.

Phase 2, Module #1 will include the building of the transportation, maintenance and operations facilities to support the KCUSD and the City of Reedley alternative fueled vehicles and fleets. For both Modules, KCUSD and the City of Reedley will rely on the shared fueling facilities to support their fleets in addition to agricultural and general public fleet needs. One of the largest trucking firms in the Central Valley, with a local fleet of over 80 large semi-trucks, has signed a letter of intent to purchase alternative fuels and for fleet service at the CVTC. We have formed strong alliances with several neighboring school districts, cities and agricultural industries and believe strongly they too become part of our formed Joint Powers Authority (JPA). A copy of the JPA agreement is included as an attachment to this application.

Phase 2, Module #2, will be funded through other sources, and will consist of the Green Learning and Education Center Component to train the next generation of green technicians for the CVTC. The education, continued training, green technologies and future workforce training center will serve as driving factors for the Green Learning and Education Center Component. Reedley College has joined our JPA and has a \$1.3 million dollar alternative green training program for both partners and will continue looking to community partners to elevate the general knowledge base of green technologies and alternative fuel technologies. This

Center will serve the larger region and work to create “Good Jobs, Clean Energy and Green Education” and will serve as a model to be replicated throughout the state.

Phase 3: The completion of the Center will be completed with the Development of the 1.2 mega watt Solar Collection and Charging Stations to provide power for a minimum of 85% of the total power needs for the entire Center. Renewable power generation through the use of a large solar array will work to sustain the Center and reduce the overall carbon footprint. This solar array will be one aspect of the overall environmentally responsible design of the Center which included other green design strategies implemented in the previous Phases of the Center. .

Fueling Station

With one of the highest unemployment rates in the state, high fuel costs, aging fleets, lack of a trained work force and the worst region in the nation for air quality, the Central Valley is faced with limited resources that are necessary to keep pace with the environmental regulations and with implementing green technologies. The CVTC will provide the Valley with the resources to be able to expand the use of alternative fuels and reduce dependency on petroleum fuel. All while providing a pathway out of poverty for our disadvantaged communities.

The fueling stations will be open to the public 24 hours a days, 7 days a week, using a fuel card lock system that accepts major credit and fuel fleet cards. The facility will provide alternative fuels including compressed natural gas, quick electric vehicle recharge and ultra low sulfur diesel/bio diesel blends to a region lacking such fuels, the closet for Alternative fueling location is 70 miles round trip.

Figure 1 offers a visual representation of the proposed fueling station project. Figure 2 offers an aerial rendering of the project.

Figure 1: Fueling Station



Figure 2: Fueling Station, Aerial View



The Central Valley Transportation Authority (CVTA-CVTC)

The CVTA was formed in 2009 to allow other government agencies and the general public to participate in a Joint Powers Authority (JTA) and to have access to and decision making authority for, the CVTA. The intent is to provide access to community organizations and local businesses, such as our local trucking companies, by providing a local place to service and or fuel their alternative fueled vehicles to include

conversions to alternative fuels, where one currently does not exist. The closest alternative fuel stations are located in Visalia and Fresno, roughly 60-70 miles round trip.

Kings Canyon Unified (KCUSD) and the City of Reedley have committed to converting all gross polluting vehicles to compressed natural gas or hybrid electric vehicles as grants and funding is available and provide these resources to all of our partners. KCUSD currently has the largest number of alternative fueled vehicles in the San Joaquin Valley region including the largest number of certified green technicians, with 1/3 of our fleet of 80 vehicles converted to Compressed Natural Gas (CNG) and the rest operating on bio diesel/low sulfur diesel. KCUSD anticipates securing an additional 12 CNG/hybrid busses in 2012-2013. The city of Reedley has 3 new CNG garbage trucks on order from a California Congestion Mitigation and Air Quality (CMAQ) program grant award and anticipates conversion of the remaining garbage fleet upon receipt of grant funds to replace current gross polluters. Working in partnership with the San Joaquin Valley Air Pollution Control District, KCUSD and the City have also applied for a total of 10 hybrid electric/CNG white fleet vehicles.

Project Location

Fresno County is situated in the geographic center of the state of California. Located in the fertile Central Valley, Fresno is the sixth-largest county in land area in the state, encompassing 6,000 square miles. To the west, Fresno shares its border with San Benito and Monterey counties. Other neighbors include Merced and Madera to the north, Mono and Inyo to the east, and Kings and Tulare to the south. It is an agricultural county and producer of the largest variety of crops.

The City of Reedley is ideally situated about 200 miles north of Los Angeles and about the same distance south of San Francisco and Sacramento. Reedley is centrally located to serve the vast California market of over 30 million people. Its proximity to major highway networks and rail service makes Reedley an attractive business location.

Figure 3 is a visual depiction of the project location within Fresno County.

Figure 3: Project Map



Economically Distressed and Underserved Community

The City of Reedley and the region meet the definition for being economically distressed areas as identified by unemployment rate or per capita income, based on the following criteria: *“a project is in an economically distressed area in accordance with the criteria set forth in section 301(a)(1) or (2) of the Public Works and Economic Development Act of 1965, as amended (PWEDA) (42 U.S.C. 3161). Section 301(a)(1) of PWEDA (42 U.S.C. 3161) provides that an area is economically distressed if it has a per capita income of 80 percent or less of the national average. Section 301(a)(2) (42 U.S.C. 3161) provides that an area is economically distressed if it has an unemployment rate that is, for the most recent 24-month period for which data are available, at least 1 percent greater than the national average unemployment rate.”*

According to the 2010 Census, Reedley has a population of 24,194, a growth rate of 16.5% over 2009 population estimates. The 2009 estimated median household income was \$41,100; the estimated per capita income was \$16,381; the poverty rate was 23.20%. Interestingly, Fresno County has become well known nationwide for its concentration of urban poverty; however, rural poverty among smaller towns surrounding the metro area is much worse. According to the California Employment Development Department’s September 2011 Labor Market Information report, the unemployment rate in Fresno County is 14.9%, while the unemployment rate in Reedley is 28.5%, almost double the County’s rate. The unemployment rates for the surrounding cities of Parlier and Orange Cove are 33.7% and 31.3%, respectively.

In Kings Canyon Unified School District, seventy-three percent (73%) of students are designated as socio-economically disadvantaged as measured by the federal free and reduced lunch count. For its October 2010 Free and Reduced Lunch report, the California Department of Education cites statistics of up to 91.9% of children being eligible for free lunch, based upon household size and income. Furthermore, the Fresno Bee reported on October 29, 2008 that a study conducted by the Fresno Works for Better Health Advocacy Center and California State University-Fresno concluded “that Fresno County is mired in a low-wage

economy and has a large pool of unskilled workers.

Increased Transportation Choices

The CVTC is located adjacent to the newly constructed Reedley Sports Park and will have a trail along the east side of both the sports park and the CVTC property. This trail connects to the existing rails to trails which connects the community from the east side of town to the north/west and ends at the beautiful Kings River. Adjacent to Reedley College, this trail is a vital link within our community and promotes walking, jogging, cycling, and healthier modes of transportation for the entire community. Most City and KCUSD employees live in the area; however, they choose not ride bikes or walk due to unsafe conditions in various locations of the community.

Improved Accessibility

The City of Reedley is currently partnered with Fresno County Rural Transit which provides limited transportation services in the community. Our goal is to expand this service by utilizing school district staff to operate hybrid electric school buses. This will offset with the operational costs for services, while significantly reducing air emissions and carbon footprint. KCUSD has just received the first fully electric school bus in the nation which will be used to offer services to neighboring communities such as Orange Cove and Parlier, both of which are severely disadvantaged. These communities currently have no access to public transportation, other than a local dial a ride service, which offers very limited transportation service twice a day from Parlier and Orange Cove to Reedley, 7:00 AM and 12:00 noon for both communities.

The City and KCUSD recognize the importance of meeting crucial transportation needs and are committed to provide transit services in an effort to remove transportation obstacles for our disadvantaged communities, and in turn, will allow students and other community members in these impoverished areas the choice of taking advantage of higher education opportunities (such as Reedley College) and providing another pathway out of poverty.

Environmental Sustainability

The CVTC will involve several key features that provide an entrepreneurial synergy towards achieving these key features. The CVTC project will result in a reduced carbon footprint through the 45% reduction of green house gases, as a result of the transition to alternative-fueled busses and other vehicles. The Central Valley Transportation Center project will provide alternative fuels to school districts, cities, and other private entities, which will reduce alternative fuel costs, thereby encouraging the use of alternative-fueled vehicles. This should result in a reduced dependency on petroleum-based fuels.

The CVTC will accomplish High Performance Green construction by installing high efficiency solar panels over covered carport structures, high performance HVAC units, energy management systems, high efficiency lighting with day lighting, a storm water recovery system for vehicle wash operations to reduce city water usage, and drought tolerant landscaping. We will work diligently to use recycled materials throughout the transportation facility with the overall goal of minimizing any potential carbon footprint. In addition, the CVTC is looking into the ability of storing energy for later use or sale back to energy providers.

The project will provide efficient use of water and other natural resources by employing the following practices:

- Use of water efficient irrigation system that includes a rain sensor and soil moisture meter, or on-site water recycling that reduces possible water consumption.
- Incorporate pervious surfaces or other techniques such as bio swales or greening to capture storm water for infiltration, irrigation or cleansing of storm water before release.

- At least 10% of the materials for project construction will consist of recycled materials, or construction waste will be minimized by the separation and recycling of recoverable materials generated during construction.
- Landscaping that excludes the use of invasive plants and instead features drought tolerant or climate appropriate noninvasive native turf, trees, shrubs, plants, and ground cover, and minimizes the use of toxic pesticides and in organic fertilizers.

II. Project Parties

The City of Reedley and the Kings Canyon Unified School District (KCUSD) have been working collaboratively for the past eight (8) years to develop the innovative, state-of-the-art, high performance, LEED certified, solar-powered Central Valley Transportation Center (CVTC) that promotes good jobs and clean energy technologies. The City currently has over 30 partnerships in the JPA with more to come once the facility is constructed.

A highly experienced and qualified team has been assembled to successfully complete all phases of the proposed project. The project team for the CVTC includes a number of public and private partners, each working together and bringing distinct talents and strengths to ensure a successful completion of the project scope. The project team includes project owner/consumers, architects, environmental specialists, alternative fuel specialists, a regulatory agency, and marketing specialists. Table 1 identifies the project team and the function of each member agency.

Table 1: CVTC Project Team

Team Partner	Function	Description
City of Reedley	Owner/Consumer and Project Development	As a municipality, the City of Reedley employs a highly qualified and capable staff to develop, utilize and operate the CVTC.
KCUSD	Owner/Consumer and Project Development	KCUSD current utilizing CNG and alternative fuels, and is capable of providing the needed leadership in the CVTC endeavor.
City of Orange Cove	Project Development	As a municipality, the City of Orange Cove has resources to contribute to project management.
Darden Architects	Architectural Design and Project Administration	Darden Architects has designed previous transportation and maintenance facilities, including those employing the use of alternative fuels and fueling stations. Darden has the most LEED Accredited Professionals of any Central Valley design firm.
Provost and Pritchard	Design Team	Provost and Pritchard is highly qualified in Environmental Engineering and is experienced with the NEPA process. They have been in business for over 40 years
BSK	Geotechnical Consultant	BSK has worked with KCUSD, the City of Reedley, and Darden Architects on a vast array of previous projects.
Fuel Solutions	Specialty Consultant for Alternative Fuel	design and installation of CNG and other alternative fuel solutions. Fuel Solutions has designed and built fueling stations for more than 60 municipalities.
Clean Cities Coalition	Marketing and Public Awareness	In business since 1994, the Clean Cities Coalition is highly experienced to lead the Marketing and Public Awareness campaign.
San Joaquin Valley Pollution Control Air District	Project Development	The SJVAPCD provides Technical Expertise and Financial Assistance
Reedley College	Project Development	Reedley College offers Technical Expertise and Workforce training services

The qualifications of each project team member are extensive and relevant to the proposed work to be completed. Some experience is identified in the chart above.

The Chart below shows the dollar value of federal, state, and foundation grants that partner agencies have been awarded in support of this project. Each of these grants was completed in its entirety and in compliance with the grant requirements. This is a metric to quantify the successful completion of grants in the prescribed time frames as well.

Table 2: Partner Funding Contributions

Partner Name	Grant Fund Contributions
Orange Cove	716,968
Parlier	4,883,515
Reedley	2,735,614
Kings Canyon Unified School District	3,898,790
Parlier Unified School District	1,459,060
TOTAL	\$13,693,947

III. Grant Funds and Sources/Uses of Project Funds

The CVTC is shovel ready. Both CEQA and NEPA requirements have been completed. KCUSD has \$1 Million reserved for this portion of the work/project from on-hand bond funds, and the City is working to borrow and/or reserve funding currently available to them with internal budgets. The City owns a large piece of prime real-estate and would use funds from the sale of said property as their match, along with in-kind services such as walkways, drive approaches, wet and dry utilities as they have the equipment and skilled manpower to make such improvements. The City expects to attain \$1.5 million in grant funding from the California Energy Commission (CEC). An additional \$480,200 has been approved from CEC, and \$999,000 has been approved from CMAQ Funds.

The San Joaquin Valley Air Pollution Control District's Public Benefit Clean Vehicle Grant was awarded to the CVTC. The award was for a total of 10 hybrid electric white fleet vehicles. KCUSD will receive \$100,000 toward five CNG utility vehicles and the City of Reedley will receive \$100,000 toward five hybrid electric sedans, contracts are pending.

The Air District has been very supportive of the CVTC as they fully understand this project will have a positive impact not only for our JPA partners who have all signed letters of commitment and letters of intent once phase one of the project is completed but for the entire region. For example, Reedley College has committed a \$1.2 million dollar grant from the Department of Labor for educational training in the emerging green economy to be part of this project once it is completed.

The City and KCUSD currently are working to secure an additional \$8 Million from the California Energy Commission (CEC) through the AB 118 Alternative Fuels grant solicitation. We have met numerous times with several high ranking officials of CEC. These officials have coordinated a meeting with the CEC Commissioners to share our plans. CEC requested that we continue to pursue grant funding through the 2011-2012 solicitations. In addition, they requested that we work in collaboration with CEC staff on the 2012-2013 investment plan to develop a potential financial partnership and make our project a pilot/demonstration project. The CEC sees the need and a strong commitment on the part of both KCUSD and the City of Reedley. We have a long standing relationship with CEC staff. CEC has confidence in our ability to adhere to schedules and meet deadlines.

It is our goal that the CVTA will be the State's Flagship project that can easily be replicated throughout the State and Nation. We will prove that it is possible to be good stewards of the environment by reducing emissions/carbon footprint, while saving money by consolidating services and partnering with other governmental agencies including the general public and not replicate and or duplicating facilities.

Ongoing operations will be supported by Kings Canyon Unified School District's existing transportation facilities funding. The District will house and maintain their School District fleet and maintenance and operations staff and functions at this Transportation Center. Additionally, the District will provide funds for green technology education curriculum awareness and instruction at the high school level. The Reedley

College will provide funding for instruction of adult learners at the Transportation Center. These adult education students will study alternative fuel transportation vehicle maintenance and operation as well as renewable energy technologies and economics.

The City of Reedley will also provide funding from existing budgets for their fleet operations, maintenance and services. Their fleet of city vehicles will be housed and maintained at the Transportation Center.

Third party users of the Transportation Center will pay fees which will cover parking of vehicles at the Center, maintenance and operations provided by the Center and use of alternative fuel station products and services.

The school district and the city have obtained several letters of support and intent from surrounding school districts, cities and other agricultural and business fleet operators which demonstrate the advantages of a Central Transportation Center and have created a nucleus of prospective third party clients for revenue generation and ongoing utilization of the Transportation Center.

The City and KCUSD have agreed to a 50-50 split on all jointly used facilities. For other project components, such as the educational and outreach components, a percentage will be applied to costs as is mutually agreed upon between both parties.

The City is currently researching funding through Federal and State resources. Federal funding has previously been sought through appropriations bills, without success. Table 3 identifies current funding commitments to the CVTC.

Table 3: Current Funding and Status

Funding Source	Amount
Congestion Mitigation and Air Quality (CMAQ) Alternative Fuels Infrastructure Awarded grant, funds currently available	\$998,500
CEC Electric Vehicle Chrging Infrastructure Awarded, funds currently available	\$180,000
Multi-Source Award, including Lower Emissions School Bus Replacement Program, Measure C, USEPA, HVIP: 2 Hybrid Electric Charge Sustaining Buses (will be received 12/11)	\$460,000
CMAQ and California Air Resources Board Hybrid Voucher Incentive Program: 2 Hybrid Electric Charge Sustaining Buses, 1 Electric Charge Depleting Bus, to be received 4/12	\$960,000
California Air Resources Board, Lower Emissions School Bus Programs, SB 923, and Hybrid Voucher Incentive Program AB118, KCUSD and the SJVAPCD All Electric Hybrid Program: 1 All Electric School Bus (to be received 4/12)	\$230,000
CEC CNG Fueling Infrastructure Funding Awarded, funds currently available	\$300,000
Energy Commission Match	\$8,000,000
Kings Canyon Unified School District Bonds	\$1,500,000

City of Reedley Infrastructure Funds	\$1,500,000
City of Reedley cash contribution	\$1,000,000
<i>Subtotal</i>	\$15,128,500
<i>Future Funding TBD</i>	\$29,871,500
<i>Total Funding Need</i>	\$45,000,000

IV. Selection Criteria

A. Long-Term Outcomes

i. State of Good Repair:

The City and KCUSD are committed to maintaining all facilities and equipment associated with the project. KCUSD has a long standing relationship with the local Air District and CEC and has demonstrated several clean air alternative fuel vehicle demonstration pilot programs for them successfully. These programs date back to 1993 to present.

ii. Economic Competitiveness

Economy of scale will allow us to operate not only City and school district transportation needs but also include our neighboring cities and communities and Agricultural partners and other businesses, as well.

iii. Livability

The region's citizens will breathe better once we transform our region and take responsibility of ensuring we reduce our green house gas emissions in one of the worst air basins in the state. According to the October 25, 2011 issue of The Fresno Bee, "The San Joaquin Valley now leads the nation in [ozone violations with 109.](#)" In addition, the Fresno Bee also recently reported that one out of every six school aged students carry an inhaler due to the dirty air in the San Joaquin Valley.

iv. Sustainability

After completion of Phase 1 of the project, the facility will be energy efficient. Our goal is to reach Platinum/Gold LEED Certification on the core buildings. Phase 2 of the project includes 1.2 mega watts of solar power which will supply 85% of the electrical needs for both agencies and will be mounted over the covered car/bus ports for white fleets and school buses. KCUSD will be charging up to 4 hybrid electric school buses over the next 2-5 of years. One bus has already been awarded and will be demonstrated within its 600 hundred square miles of coverage by December of 2011.

KCUSD has signed an agreement to loan and demonstrate the use of an all electric school bus in order to ease the minds of local transportation directors who have not yet committed to convert to these buses. The goal is to demonstrate this can be accomplished with current staff by offering training from KCUSD's certified mechanical staff. Hands-on training modules include instructions on how to charge electric buses and white fleet vehicles. Both agencies have applied for a total of 10 hybrid electric vehicles due to arrive January 2012; these vehicles will be parked under solar ports and will charge off the grid.

v. Safety

The City will have security fencing around the entire facility including motion detected surveillance cameras around buildings so that off site monitoring is available. All staff will be properly trained to deal with the alternative fuels and their compressors as this is a specialized fueling station and requires annual training

updates.

B. Job Creation & Near-Term Economic Activity

There will be immediate job creation for construction workers, civil engineers, manufacturing jobs, architects and numerous subcontractor jobs. Once the facility is completely built out, the City anticipates a minimum of 50 new permanent jobs per year. The City and KCUSD have worked closely with Reedley College to assist in job placement. Once the students have been trained and certified, the College will work with their network of industry partners to hire these highly qualified Green Technicians.

The CVTC is designed to be an innovative Learning and Education Center component to train current and future vehicle technicians on green technologies. Students will observe demonstrations of various procedures and be allowed to work on small, specialized projects. Once classroom instruction and hands-on small project training skills have been acquired, the students will be able to engage more complex training in the shops (to be constructed at a later date). In the larger shop area, large and small vehicle eco-lifts will be utilized to allow for the instruction of preventative maintenance, inspections, and repairs to the more robust clean engine conversion(s), as well as the alternative fueled vehicles that KCUSD already utilizes.

The primary goal of this facility is to provide the region with qualified technicians to support the transition to using alternative fuels in the local transportation industry, in order to reduce the carbon footprint of current fleets. In Strategic Initiative 2.1.4, Ensuring that training programs and educational institutions address the skills and education needed for non-agricultural industry clusters such as information processing, water, energy, agile manufacturing, logistics and distribution, and health care (page 28, Strategic Initiatives 2.1.4). This project will directly support this strategic initiative. The CVTC is partnering with Reedley College to provide the actual training at the CVTC Training Facility once it is built and functional. Our goal is to demonstrate the use of alternative fueled vehicles and the viability of such uses. Our goal is to increase the use of alternative fueled vehicles due to the proximity of services and fueling facilities for such vehicles. Such increased use will necessarily increase the need for trained mechanics, thereby increasing jobs in this economically stagnant region.

The training facility is expected to train 500 individuals over the next 9 years from the EDA workforce training complex. The need for Automotive Hybrid Mechanics is expected to increase by 4.5% for a potential increase of 366 positions over the next 5-years, and will require a trained technician to be paid \$18.38/hour in present-day dollars. The need for CNG/Biodiesel Mechanics are expected to increase by 5.16% for a potential increase of 184 positions over the next 5-years and will require a trained technician to be paid \$19.06/hour in present day dollars. The need for automotive Solar Photovoltaic Technicians are expected to increase by 6.58% for a potential increase of 31 positions over the next 5-years and will require a trained technician to be paid \$30.46/hour in present day dollars or \$62,139/year. The hard dollars that these 200 employees will bring to the regional economy over the next 5-years is approximately 24 million dollars.

“Partnering for Success” is the City’s long-standing commitment to the community and a commitment the School District shares in the region. Reedley and KCUSD see this project as a way for the graduating high school students to be able to attend the training facility if they are interested in seeking jobs in the emerging fields of Light Duty Hybrid vehicles, Electric vehicles, Diesel-CNG, Biofuels, Hybrid trucks and busses, and solar/voltaic applications.

C. Innovation

This project is going to be state of the art, highly efficient first of its kind to be replicated throughout the state and nation.

One of the key features of this project is that it involves regional government agencies, school districts,

nearby college(s) (Reedley College), and businesses. The project has been eight years in the planning, which has progressed to the point that there are plans and estimates available to justify accurate costs for the project. Each of the stakeholders has remained active and involved to date. In addition, the CVTC is open to including more partners in the future. The whole project is about the teamwork involved to make the project successful, to include the savings involved in centralizing transportation services between several agencies economy of scale and leveraging resources. These are relationships that are secured through long-term commitments addressed in the Joint Powers Authority, which details each agencies involvement and responsibilities.

The CVTC will involve several key features that provide an entrepreneurial synergy towards achieving these key features. The CVTC project will result in a reduced carbon footprint through the 45% reduction of green house gases, as a result of the transition to alternative-fueled busses and other vehicles. The Central Valley Transportation Center project will provide alternative fuels to school districts, cities, and other private entities, which will reduce alternative fuel costs, thereby encouraging the use of alternative-fueled vehicles. This should result in a reduced dependency on petroleum-based fuels.

We believe this project will contribute significantly to furthering green innovation in the region and is a critical step towards the long-term development of renewable energy generation and energy-efficiency in transportation and related clean technologies.

The CVTC qualifies as an innovation to support the development of a highly trained workforce with skills in alternative and renewable energy generation and energy efficiency in the green technology training areas related to automotive-hybrid and electric cars and light-duty vehicles; diesel-CNG, biofuel and hybrid/electric truck and busses; and manufacturing-photovoltaic and solar applications.

D. Partnership

We currently have over 30 partnerships in the JPA with more to come once the facility is constructed.

This project involves investments from multiple agencies that are member in the JPA, which makes the CVTC a regional investment. The CVTC project will provide alternative fuels to school districts, cities, and other private entities as they develop, which will reduce alternative fuel costs, thereby encouraging the use of alternative-fueled vehicles. The CVTC will encourage local business (through marketing) to hire graduating participants in the training program to expand existing and develop new businesses that will further develop renewable energy generation and energy-efficiency related clean technologies.

E. Results of Benefit-Cost Analysis

The CVTC is a facility that will house, maintain and provide for training or maintenance staff of housed green technology vehicles. This project is state of the art for the area, given that there is no comparable facility within a 30 mile radius. The proposed project will be LEED certified and provide for alternative fueling for hybrid vehicles. The proposed cost savings for the project are substantial. For example:

- Bulk fuel purchases among CVTC members substantially reduces cost per gallon of liquid fuels. Establishing long term utility contracts for CNG and electric rates to give CVTC members offers greater economy of scale in purchasing of domestic fuels and electricity when grid use is needed. Estimated savings: 20% per year.
- In addition, vehicles powered by the electric grid cost approximately \$17 per day to operate. By contrast those vehicles powered by diesel fuel cost roughly \$45/day to operate. For CVTC vehicles that savings translates to a savings of \$1,360 per day.

- Other areas of cost benefit is the larger purchasing power of the center for obtaining vehicle parts, tires and related fleet components, including battery packs for fleet electric vehicles. Estimate savings: 15% to 20% per year.

Given the lack of alternative fueling stations within a 30 mile radius, the project’s cost benefits are substantial through reduction of 60 to 70 mile trips for refueling by the City of Reedley, KCUSD & CVTC associate member region fleets, reducing emissions needed to improve our Central Valley air quality.

According to data presenting in Table 4, below, this project will net a savings of 4, 958,923 pounds of carbon dioxide per year. Therefore, an investment of \$7,965,920 from the TIGER program will net a savings of \$1.61 per pound of carbon dioxide per year. Reference Table 4 for further information on the potential reduced carbon footprint benefits associated with the CVTC.

Table 4: Potential Carbon Footprint Reduction Benefits

Kings Canyon Fleet			
<i>Convert Buses to CNG from Diesel</i>			
<u>Pre-Project</u>	<u>Post-Project</u>	<u>Savings</u>	
8,713,159	6,331,923	2,381,236 lb CO2 / yr	
<i>Convert Small Fleet to Electric</i>			
<u>Pre-Project</u>	<u>Post-Project</u>	<u>Savings</u>	
1,334,946	296,171	1,038,775 lb CO2 / yr	
Reedley Fleet			
<i>Convert Buses to CNG from Diesel</i>			
<u>Pre-Project</u>	<u>Post-Project</u>	<u>Savings</u>	
947,083	688,253	258,831 lb CO2 / yr	
<i>Convert Small Fleet to Electric</i>			
<u>Pre-Project</u>	<u>Post-Project</u>	<u>Savings</u>	
1,640,483	360,401	1,280,082 lb CO2 / yr	
TOTAL			
<u>Pre-Project</u>	<u>Post-Project</u>	<u>Savings</u>	
12,635,671	7,676,748	4,958,923 lb CO2 / yr	
39.2% Carbon Footprint Reduction			

The project is primarily to aid those residents in rural and mountain communities. Many of these residents are impoverished and living in underserved communities with little or no access to services, such as medical care, social service and senior centers, shopping centers for groceries and pharmaceuticals, and school or training opportunities. Current services for these residents are available only through a dial-a-ride program, which only runs twice a day.

Current plans are to add approximately 5 hybrid electric bus lines, including 3 urban/rural routes and 2 remote mountain routes. It is estimated that each bus will run 60 miles per day, 261 days per year. It is expected that ridership will begin slowly with approximately 5 riders per route. However, we expect ridership to grow quickly to a peak of 20-25 riders per route.

Costs for operation of this project will be sustained by the Fresno County Measure C ½ Cent Sales Tax for roads and clean air improvements. There are 18 years remaining in this funding cycle.

Table 5 identifies costs and benefits associated with the project in tabular form.

Table 5: Cost Benefit Analysis

Selection Criteria	Description	Inputs	Value	Discount Rate 7%
State of Good Repair	Consistent with regional plans	Current alternative fuel station is aging and in need of replacement	8000000	\$8,000,000.00
Economic Competitiveness	Significant fuel cost savings	Significant fuel cost savings	\$2.62/gallon of fuel saved	\$2,916,804.00
Livability	Increased mobility and connectivity to surrounding communities. Rural communities do not have public infrastructure	Increased bus routes for rural and mountain communities	50,000 person hours saved	\$30,000.00
Environmental Sustainability	Reduced pollution	CO2 cost savings	4,958,923 lbs of CO2 saved per year	\$4,859,744.54
Safety	Transit is safer mode of travel	Improved safety for riders	2% reduction in collision	\$453,000.00
Total Costs				\$8,000,000.00
Total Benefits				\$8,259,548.54
Net Present Value				
Cost to Benefit Ratio				

It is estimated that there will be substantial numbers of short- and long-term jobs added to the local economy as a result of this project. Tables 4 and 5 identify the estimated number of jobs by term and by industry.

**Table 4: Temporary/Short Term Jobs
(less than 18 months)**

Job Type	Number
Administrative	10,000
Manufacturing	111
Fuel Production	10
Engineering	15
Operation & Maintenance	10
Vehicle Maintenance	15-20
Construction	100
Sales/Marketing	2

Table 5: Long Term Jobs (1-5 years)

Job Type	Number
Administrative	511,111
Manufacturing	5
Fuel Production	5
Engineering	7
Operation & Maintenance	10
Vehicle Maintenance	15-20
Construction	0
Sales/Marketing	3
Other (Please Specify)	CVTC Work Force training center

	anticipates <i>50 jobs</i> per Year
--	---

V. Project Readiness and NEPA

Project Schedule

The CVTC project is shovel ready. The City of Reedley has been planning this project for eight years. Each task is detailed on the accompanying Central Valley Transportation Center table format time line.

Table 6: Central Valley Transportation Center Project Timeline

Phase	Status
Pre-Design	
	Pre-design tasks relevant to Phase I of the project will begin in September 2011, and are expected to be completed in September 2012.
Design/Procurement & Construction	
	Design tasks relevant to Phase I of the project will begin in September 2011, and are expected to be completed in September 2012.
	Construction tasks relevant to Phase I of the project will begin in September 2012 and are expected to be completed in December 2013.
Vehicles and/or Fueling Equipment	
	Vehicle and/or Fueling Equipment tasks relevant to Phase I of the project will begin in September 2012 and are expected to be completed in December 2013.
Pre- and Post-Construction Tasks	
	Pre Construction tasks relevant to Phase I of the project will begin in September 2011 and are expected to be completed in December 2011.
	Post Construction tasks relevant to Phase I of the project will begin in September 2011 and are expected to be completed in December 2013.

Approvals

The City and KCUSD have completed both the CEQA and the NEPA processes and met numerous times with all oversight agencies to ensure that all requirements of state, county and local jurisdictions affected by the project will be met. During the EIR public comment period there were no major concerns raised. In fact, all responses were very positive, as the public recognizes the great need for such a facility within our region. The final EIR can be found at the following location:

http://www.kcusc.com/190310122217550710/lib/190310122217550710/Volume%20I_Text.pdf

CEQA approval has been obtained and relevant documents are attached to this application. In addition, the project EIS is attached, and NEPA compliance will be obtained, as relevant to this project, upon funding availability. In other words, the project can not move further in the NEPA project until further funding has been approved and agency NEPA requirements obtained.

VI. Federal Wage Rate Certification

This project will adhere to all local state and federal bidding requirements along with wage rates for each.

VII. Changes from Pre-Application

The lead applicant for this project was changed to the City of Reedley in order to more adequately adhere to

the application requirements.

2012 “One Voice” Regional Priority Request Application

Regional Priority:

NEPA regulation streamlining for public works projects

Example:

Manning Ave. Bridge

Submitted by: City of Reedley

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

NEPA regulation streamlining for public works projects: *Manning Ave. Bridge*

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every “yes” and (0) points for every “no” answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the “completed” application and how it meets the required criteria listed above?	
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City of Reedley

Public Works Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
FAX 637-2139

November 10, 2011

Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Attn: Marla Day

RE: 2012 One Voice Application for Manning Ave Bridge Project

Dear Marla,

Enclosed is the completed project application for our Manning Ave Bridge Replacement Project for consideration in the selection of the Fresno COG 2012 One Voice Projects. Being nearly ready for construction, the City would have benefited greatly from the requested NEPA policy reform and is excited about the possibility of securing much needed additional funding in its efforts to bring this project to fruition. This accomplishment would be the culmination of many years of hard work and dedication in the planning and development of this very important and critical project for the City of Reedley.

We greatly appreciate the consideration given to this project and please do not hesitate to call my office at (559)637-4200, extension 221 for any questions.

Sincerely,

Noe Martinez, PE
City Engineer

Enclosures: 2012 One Voice Application w/ Attachments

2012 "One Voice" – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: CITY OF REEDLEY

Division: ENGINEERING/PUBLIC WORKS

Address: 1733 NINTH STREET, REEDLEY CA 93654

Contact person(s) in organization: NOE MARTINEZ, PE, CITY ENGINEER

Phone number(s): (559)637-4200 EXT 221

Email: NOE.MARTINEZ@REEDLEY.CA.GOV

Regulatory/Policy Reform request: Description, including purpose and need ("the ask"): please attach a one-paragraph abstract.

SEE ATTACHED

Name of project impacted by the above policy revision: MANNING AVE BRIDGE REPLACEMENT

Project location: MANNING AVE AT THE KINGS RIVER IN REEDLEY CALIFORNIA

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 211, \$250,000/3 years"; "\$100,000 for FY 2012; ongoing program"):

\$2M/3 years starting FY 2011/12 for PE, RW, CON

Prior federal funding history (e.g.: "\$0 in FY 2010; \$100,000 in FY 2009, last year authorized"):

\$1.3M for PE in FY 2009-10; \$100,000 for RW in FY 2009-10

Did you make a similar request last year for FY 2011, through 2011 "One Voice" or on your own (if yes, please note project name and amount) YES, SAME PROJECT AND AMOUNT

Sources and amounts of matching funds (state, county and local contributions): HBRRP, MEAS C, DIF, INFRA-STRUCTURE LOAN @ \$14M

Possible funding sources: RSTP, TE, HSIP, TIGER, ARRA

Please identify the Congressional and Senate district(s) in which the project lies: 21, 20, 19

Current status of project for which request is made: FINAL DESIGN, RW ACQUISITION, PERMITTING

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): MARY L FAST (MAYOR), NICOLE R ZIEBA (CITY MANAGER)

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy
revision SEE ATTACHED

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) _____
SEE ATTACHED

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this
project? MR. NUNES, MR. COSTA, MS. BOXER, MS. FEINSTEIN

What other organizations, in California, Washington DC, or nationally, might be expected to support this request?
FHWA, HUD, FRESNO COUNTY, FRESNO COUNTY FIVE CITIES JOINT POWERS AUTHORITY

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?
NONE

How is the Project related to economic development?
SEE ATTACHED

REQUEST FOR REGULATORY REFORM

THE REQUEST:

We are requesting that the US Environmental Protection Agency (EPA) reform the National Environmental Policy Act (NEPA) regulations by streamlining the environmental certification process for public works projects. The current process of acquiring Federal environmental certification is very cumbersome as project owners are required to coordinate with a multitude of Federal, State and Local regulating agencies which at times becomes an overwhelming effort when meeting each of the agencies different goals and standards for an individual project. It would be more efficient in terms of both schedule and costs if EPA exercised full control of the environmental certification process instead of relying on individual stakeholder agencies to issue separate permits each with their own timelines and requirements. Project owners would benefit greatly from a standardized EPA NEPA certification process.

ABSTRACT:

Back on September 2010, the City of Reedley embarked on its permitting process as mandated by the NEPA requirements for the Manning Ave Bridge Replacement Project and anticipates securing all permits by March 2012. The permitting process alone will turn out to be a long 18-month process not including the additional 24 months it took to complete the NEPA environmental evaluation and report. The City has had to coordinate with the impacted regulating agencies including the California State Lands Commission, Central Valley Flood Protection Board, US Army Corp of Engineers, California Regional Water Quality Control Board, US Fish and Wildlife Service and the California Department of Fish and Game. The City has not only had to endure a considerably long processing time but additional and unanticipated costs to complete the project environmental certification process. Both the long processing time and cost overruns are result of coordinating with too many agencies and the lack of understanding on all of their expectations at process initiation phase. These issues were learned during the course of review and feedback from each of the agencies on the separate permits required for the project.

REGIONALLY SIGNIFICANT PROJECT THAT WOULD BENEFIT FROM THE ABOVE REQUEST

PROJECT DESCRIPTION:

REPLACEMENT OF THE MANNING AVENUE BRIDGE OVER THE KINGS RIVER,
REEDLEY, CALIFORNIA.

The Manning Ave Bridge Project is the removal of three separate existing bridge structures and the construction of a new single bridge. The new bridge will be constructed in two phases in order to keep two or three lanes open to traffic at all times. It will include raised sidewalks that are separated from traffic, lighting, plus improvements for a future bike trail to cross under the east end of the bridge. In order to correct current driving safety concerns from substandard roadway superelevation and horizontal curve radius, a slight realignment of both the bridge and the approach roadways is required as well as the construction of approximately 1,500 feet of sidewalk for safe pedestrian access.

BACKGROUND/JUSTIFICATION FOR THIS REQUEST (BUDGET PROJECTIONS, REPORTS, BROCHURES, LETTERS OF SUPPORT, ETC.)

The current bridge consists of three separate structures constructed in three different time periods for widening purposes. The oldest structure which served as the original crossing facility was constructed in 1929 at 680 feet long. The first widening occurred in 1952 to provide an additional 13.5 feet of width. The second widening occurred in 1974 to provide an additional 50.5 feet of width resulting in a total width of 89 feet for what is now the existing 4-lane roadway. Also, in 1974 the bridge structure was shortened by 240 feet to its current length of 440 feet. When first opened the bridge had street lights and decorative guard rails made of concrete. Not more than a year after the bridge's completion all of the new lights had been destroyed by vandals. The lights were removed and never replaced. The existing bridge structure includes a raised asphalt median island which houses City sewer and water mains. A natural gas main and telephone lines also hang on the north side of the bridge.

Every two years the State Department of Transportation (Caltrans) inspects every bridge in the State. In 2004 the Manning Bridge was inspected and rated as structurally deficient making it eligible for funding from the Highway Bridge Rehabilitation and Replacement Program (HBRRP). The initial field review of the bridge by the Caltrans bridge engineer and his initial determination was that the 1929 structure must be removed and replaced while the 1954/1972 structure could remain but would require extensive retrofit in order to meet today's bridge standards. Caltrans initially estimated the total cost be 8 to 9 million dollars.

In 2006, the City hired Quincy Engineering Inc. and its project team to prepare the environmental document, construction plans and specifications for the Manning Avenue Bridge Replacement Project. During the Feasibility Study it was discovered that not only did the bridge have numerous deficiencies but so did the approach roadways. A complete bridge replacement alternative was presented to the Caltrans Bridge Engineer who after reviewing all the facts concurred with the findings of the Feasibility Study and the replacement of the entire existing bridge facility. The current estimate for construction is approximately 16 million dollars. The total project cost, including engineering, environmental studies, right of way and construction will be close to 18 million dollars with proposed funding from the following potential sources:

- Highway Bridge Rehabilitation and Replacement Program (FHWA)
- Development Impact Fees (DIF)
- Measure C
- Infrastructure Loan

A 2002 FRESNO COUNTY MANNING AVENUE TRANSPORTATION AND ECONOMIC DEVELOPMENT STUDY conducted by Jack Faucett Associates as part of the Economic Development Highway Initiative sponsored by FHWA concluded that the Manning Ave Bridge at Kings River was an essential link to the current and future development growth of Southeastern Fresno County that it called for rehabilitation improvements for the proper upkeep of this critical facility. This joint effort between Fresno County and its southeastern cities helped realized the regional significance of this corridor which this project is part of.

HOW IS THE PROJECT RELATED TO ECONOMIC DEVELOPMENT

The herein referenced 2002 study indirectly identified the Manning Ave Bridge at Kings River as a

critical element that would help encourage and facilitate economic development in an effort to mitigate the inherent socioeconomic and geographical high unemployment rates in this part of the County experienced at the time as well as in the present. This study concluded that the maintenance and improvement of travel conditions along the Manning Avenue corridor would ensure keeping expected new jobs within the area as a result of local businesses electing to expand due to the amount and quality of transportation infrastructure along this corridor. Manning Avenue is the only major thoroughfare connecting Fresno Metropolitan Area to the furthest eastern county cities and as such is relied upon to handle commuters and the goods-movement related traffic generated from the agricultural-related industry sectors heavily concentrated within the area which export to national and global markets. This 4-lane expressway is used by thousands per day ADT truck-trailer combinations involved in freight movement. At traffic volumes of approximately 25,000 vehicles per day ADT, Manning Avenue is the critical corridor for the east-west movement of labor and goods in Southeastern Fresno County.

The study also recognized the potential for an improved mass transit system along this corridor.

RECIPIENT:

City of Reedley

CONTACT:

Noe Martinez, PE, Reedley City Engineer
(559)637-4200 Ext 221 or email: noe.martinez@reedley.ca.gov

DEVIN NUNES
21ST DISTRICT, CALIFORNIA

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(202) 225-2523

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VISALIA, CA 93291
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UNITED STATES
HOUSE OF REPRESENTATIVES

ASSISTANT MAJORITY WHIP

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEES:
OVERSIGHT
SOCIAL SECURITY

April 24, 2008

Mayor Ray Soleno
City of Reedley
1717 9th Street
Reedley, CA 93654

Dear Mayor:

I am writing to express my support for the City of Reedley's Manning Bridge Project.

Due to seismic, deck, and railing deficiencies it is vital that the Manning Bridge be replaced. The bridge is crucial for the economic sustainability and growth of multiple packing/cold storage companies and manufacturing facilities in the area. Reedley Community College, Kings Canyon Unified School District and Immanuel Schools depend on this bridge for transportation for their student population. Numerous public safety agencies need this bridge for responses east and west of the Kings River. Lastly, the City of Orange Cove relies on the Manning Avenue Bridge in Reedley for access from the Highway 99 corridor.

I support the recommendation of Cal Trans and the engineers for a full replacement. We recognize the significant cost of the project to be \$16 million plus and that the major funding will be provided by Cal Trans. We also support the application of other funding mechanisms that may be available such as Measure C, RSTP, or Economic Development grants to assist in the completion of this worthwhile and vital project.

Once again, I would like to reiterate my support for this project. I also ask that you advise me of the status and keep me informed of any new developments regarding the request. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Devin Nunes".

Devin Nunes
Member of Congress

2012 “One Voice” Regional Priority Request Application

Regional Priority:

Preserve CMAQ (Congestion Mitigation Air Quality) Program funding for infrastructure and alternative modes of transportation

Example:

Golden State Corridor

Submitted by: Jarious 5 gencies

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Preserve CMAQ (Congestion Mitigation Air Quality) Program funding for infrastructure and alternative modes of transportation: *Golden State Corridor*

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
--	--

2012 “One Voice” - Project Application

Please answer the questions below in as much detail as possible.

Organization making request: Cities of Fowler, Selma, Kingsburg, and Fresno County, with coordination by the Fresno Council of Governments (Fresno COG)

Division: Cities of Fowler, Selma, Kingsburg, and the County of Fresno Department of Public Works and Planning

Address: Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721

Contact person(s) in organization: Fowler: David Elias, City Manager (559) 834-3113
Kingsburg: Don Pauley, City Manager (559) 897-5821
Phone number(s): Selma: D-B Heusser, City Manager (559) 891-2200
County: Lynn Gorman, Deputy Director of Planning (559) 600-4569
Fresno COG: Lauren Dawson, Project Manager (559) 233-4148
Fresno COG: Tony Boren, Executive Director (559) 233-4148

Email: ldawson@fresnocog.org; tboren@fresnocog.org

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract.

The San Joaquin Valley is a multi-pollutant non-attainment area under the Federal EPA air quality standards. The region’s topography and meteorology unfortunately provide ideal conditions for trapping air pollution for long periods of time, producing harmful pollutants such as ozone and particulate matter. While significant progress has been made, attaining the mandated air quality standards continues to be a very difficult challenge for the region. The CMAQ (Congestion Mitigation Air Quality) program recognizes the positive effect that new infrastructure and alternative modes of transportation can play in improving air quality.

In addition, California’s green house gas reduction mandates incorporated within California statutes AB 32 and SB 375 which addresses the reduction of carbon dioxide emissions from passenger vehicles. One of the strategies to accomplish this goal is the development and implementation of a Sustainable Communities Strategy. All eight San Joaquin Valley Counties were assigned placeholder targets to reduce per capita green house gas (GHG) emissions by 5% in 2020 and by 10% by 2035, as measured from 2005 levels. The strategy is expected to be primarily based on land use, transportation, and housing changes.

The Golden State Corridor project includes multi-modal transportation improvements such as new Class I and II bikeways, and plans for future express bus service that will serve to reduce single occupancy vehicle trips along the Corridor. In addition, the proposed traffic safety and intersection improvements will reduce congestion and improve access to the Corridor from adjacent State Highway 99, making the considerable number of underutilized and vacant land parcels along the urban areas of the Golden State Corridor more attractive for new and expanding businesses. Without the improvements planned for the Golden State Corridor, these businesses would be more likely to locate on other parcels in the region that are less accessible and further away from Highway 99. Therefore this project will significantly reduce vehicle miles traveled by trucks and employee vehicles to and from businesses that choose to locate in the Golden State Corridor due to this closer proximity to the primary travel way within the Central Valley (SR 99). This combined circulation and land use strategy is exactly the type of strategy needed to meet the goals of improving air quality, reducing harmful particulates, and decreasing the creation of greenhouse gases.

Name of project impacted by the above policy revision: Golden State Corridor - Economic Development Infrastructure Improvements

Project Name: Golden State Corridor - Economic Development Infrastructure Improvements

Project location: Along Golden State Boulevard (old US Highway 99) through cities of Kingsburg, Selma, Fowler, and portions of Fresno County, from American Avenue on the north end of Fowler to Street on the south end of Kingsburg.

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 211, \$250,000/3 years"; "\$100,000 for FY 2012; ongoing program"): \$3,000,000

Prior federal funding history (e.g.: "\$0 in FY 2010; \$100,000 in FY 2009, last year authorized"):

Fresno County/Kingsburg: \$318,700 in 2009/10 CMAQ Program to construct Class I trail along Golden State Boulevard from Mountain View Avenue to Bethel Avenue.

Kingsburg: \$274,100 in 2005/06 and 2006/07 CMAQ Program to construct Class I trail along Golden State Boulevard from Bethel Avenue to Laurel Avenue.

Selma: \$28,300 in 2009/10 RIP-STP Enhancement Program funding to construct Class I trail and two rest areas, between North Street and Third Street along/parallel to Golden State Boulevard.

Did you make a similar request last year for FY 2011, through 2011 "One Voice" or on your own (if yes, please note project name and amount) Yes, for \$3,000,000 for this same project

Sources and amounts of matching funds (state, county and local contributions):

Fresno COG: 2008/09 Measure C local transportation sales tax funds for Design Guidelines, 30% Design Plans, and Environmental Review for overall Golden State Boulevard project: \$579,750. Begun: March 2010.

Fresno COG: 2002/03: \$15,000 LEGACI Grant funding (local) to conduct community visioning sessions for Golden State Boulevard in cities of Fowler, Selma, and Kingsburg. Completed: 2003.

Kingsburg: Matching funds for CMAQ funded Class I Trail Segment: \$35,500.

Fresno County/Kingsburg: Matching funds for CMAQ funded Class I Trail segment: \$41,300.

Selma: Matching funds for 2009/10 RIP-STP Enhancement Program Class I Trail Segment \$3,700.

Possible funding sources: Federal Highway Administration, Housing and Urban Development Agency, EPA.

Please identify the Congressional and Senate district(s) in which the project lies:

Congressional Districts 20 and 21

Current status of project for which request is made: Visioning Plan completed and accepted by the three cities and Fresno County in 2003. Design Guidelines, 30% Design Plans, and Environmental Review begun March 2010, with completion expected early 2012

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): Tony Boren, Fresno COG; Lydia Zabrycki.

Dan Parra, Fowler City Council; Phil Larson, Fresno County Board of Supervisors; Henry Perea, Fresno County Board of Supervisors

**PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PROJECT:
ATTACH NARRATIVE AND 3 PHOTOS – SEE SAMPLE**

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision: Please see attachment

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.)

Please see letters of support from the cities of Selma, Kingsburg, Fowler, and the County of Fresno.

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project? The Federal Highway Administration (FHWA), Housing and Urban Development Agency, U. S. Environmental Protection Agency (Brownfields, waste-water recycling, air quality benefits)

What other organizations, in California, Washington DC, or nationally, might be expected to support this request? The Federal Highway Administration (FHWA); Housing and Urban Development; San Joaquin Valley Unified Air Pollution Control District (potential to study Corridor a sub-regional facility for Indirect Source Review Rule); Fresno Economic Development Corporation; Fresno Cycling Club

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request? None identified

How is the Project related to economic development? The project will stimulate job growth and development of the numerous vacant commercial and industrial parcels along the corridor, which is adjacent to the important California State Route 99 and the Union Pacific Railroad transportation routes. The Design Guidelines will identify methods for enhancing the historic aspect of the Corridor, thus enhancing tourist opportunities.

GOLDEN STATE CORRIDOR

Economic Development Infrastructure Improvements Project Description-2011 “One Voice”

PROJECT NEED: The overall project’s goal is to advance the economic development potential of the Golden State Corridor by transforming a community vision for the area into a robust, comprehensive infrastructure project, complete with environmental approvals and preliminary engineering design. The proposed infrastructure improvements will combine the economic development vision of three rural cities, Fowler, Selma and Kingsburg as well as the County of Fresno, creating a powerful economic synergy along an underutilized and deteriorating industrial and commercial corridor.

By designing the Golden State Corridor as a single sub-regional facility plan, each of the three small communities will be able to plan for a transit hub along the corridor at the entrance to their downtowns. These potential Transit Oriented Development (TOD) hubs provide for higher density mixed-use development that will not only reduce vehicle trips, but will also add an energizing element to each of the cities’ historic downtown cores.

PROJECT DESCRIPTION: The Golden State Corridor Economic Development Infrastructure Improvement Project has advanced from an initial Community Vision document to its current phase, which includes Planning Design Guidelines, Cost Estimates, 30% Engineering Design and Environmental Documents, all slated for completion in 2012.

The project combines a unifying planning document, a express bus rapid service, regional air quality improvements, water conservation and reuse strategies, and strategic transportation improvements to a 14 mile section of Historic US Highway 99, once known as California’s Main Street. The historic Golden State Corridor continues north, from the current project limits, to the City of Fresno's downtown and future High Speed Rail station.

The project will stimulate job growth and development of the numerous vacant parcels along the corridor, which is adjacent to the important California State Route 99 (SR 99) and the Union Pacific Railroad transportation routes. The three cities provide available housing and city services to support a jobs/housing balance, and Golden State Boulevard itself will contain both bicycle and future bus transit routes. All this will serve to reduce average daily vehicle trips, improving the San Joaquin Valley's air quality.

Transportation improvements are designed to improve safety and mobility along the corridor and will include a connecting bike trail, traffic signals, traffic channelization, additional turning lanes, railroad crossing grade protection, landscape and hardscape improvements, signage, and way finding. The Corridor serves an important regional safety need as the detour route used when SR 99 faces lane closures from accidents, common in the winter fog.

The current request is for \$3 million, which will provide funding for one half of the cost for final engineering plans and construction documents, allowing the project to be put out to bid in various phases. The balance of the design cost will be provided from local funds. Future construction funding for the Golden State Corridor has been secured as a regional Measure “C”, Tier 1 project.

RECIPIENT:

Fresno Council of Governments, on behalf of the cities of Fowler, Kingsburg, and Selma, and Fresno County.

CONTACT:

Tony Boren, Executive Director, Fresno Council of Governments
(559) 233-4148 or email: tboren@fresnocog.org

2012 “One Voice” Regional Priority Request Application

Regional Priority:

**Support continued and increased funding of
the Community Development Block Grant
(CDBG)**

Example:

Various

Submitted by: Fresno County

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Support continued and increased funding of the Community Development Block Grant (CDBG)

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno County

Division: Department of Public Works & Planning

Address: 2220 Tulare Suite 600, Fresno, CA 93721

Contact person(s) in organization: Brandi Orth (CAO Office) & Lynn Gorman (PW&P)

Phone number(s): Brandi Orth 559.600.1222, Lynn Gorman 559.600.4569

Email: borth@co.fresno.ca.us lgorman@co.fresno.ca.us

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract. Support continued and increased funding of the Community Development Block Grant (CDBG) Program. CDBG funds are used effectively and discretionally by local government to address the growing needs of low- and moderate-income families and their neighborhoods, and have significant positive impacts on local economies.

:

Community Development Block Grant (CDBG) Program

THE REQUEST:

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

ABSTRACT:

Community Development Block Grant (CDBG) funding has been used in Fresno County since the inception of the CDBG program in 1975. All 15 cities as well as the unincorporated areas of Fresno County have benefited from this program.

Recipients such as Fresno County have given priority to responsible activities that are awarded and/or constructed quickly to have an immediate positive impact on those in need. Local government in Fresno County, the same as in state and other locales around the nation, have a backlog of such critical projects that are implemented efficiently and effectively and positively impact the local economy for years to come.

Now in its 36th year, CDBG is arguably one of the Federal government's most successful domestic programs. A recent study by HIS Global Insights of ten large city and urban counties found that the \$3.9 billion in FY 2010 CDBG funding generated 120,000 jobs and contributed \$10.7 billion in Gross Domestic Product to our nation. CDBG also provides crucial funding to small and rural communities for basic infrastructure and facilities. The success of the program stems from its utility; providing local government with the flexibility to address unique community development needs, funding a wide range activities, filling gaps where needed, and attracting additional resources to projects that would otherwise not be undertaken.

The CDBG program suffered a massive 17% cut in FY11, and the program is at its lowest funding level since 1992. Such a cut has had devastating impacts at the local level which include staff layoffs, reduction in services, cancellation of much needed infrastructure and economic development projects, and activities that provide safe and affordable housing. We do not want to continue to reverse the progress that has been made in neighborhoods with CDBG, and with the downturn in the economy, CDBG is needed more than ever to help our low- and moderate-income communities.

While we understand the fiscal challenges facing the Federal government, we urge Congress and the Administration to stave off any further cut and instead provide a much needed increase to the uniquely valuable CDBG program.

2012 “One Voice” Regional Priority Request Application

Regional Priority:
Water Policy Support

Example:
Various

Submitted by: Fresno County

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Water Policy Support

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno County

Division: Department of Public Works & Planning

Address: 2220 Tulare Suite 600, Fresno, CA 93721

Contact person(s) in organization: Brandi Orth (CAO Office) & Lynn Gorman (PW&P)

Phone number(s): Brandi Orth 559.600.1222, Lynn Gorman 559.600.4569

Email: borth@co.fresno.ca.us lgorman@co.fresno.ca.us

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract. Water Policy Support from Federal Legislators

Request for Regulatory Reform

THE REQUEST:

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. Specific recommendations are incorporated below.

ABSTRACT:

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 due to environmental diversions, pumping restrictions in the Sacramento-San Joaquin Delta, and exacerbated by periodic drought 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, Delta pumping restrictions, and inadequate storage and conveyance facilities limit surface water availability, 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, deteriorating and inadequate infrastructure, 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);
- Measures to improve water supply reliability. (Federal partner: Bureau of Reclamation);
- Expedite preparation and 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).
- 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).

2012 “One Voice” Regional Priority Request Application

Regional Priority:

**Support for an Air and Health Quality
Empowerment Zone Designation**

Example:

Various

Submitted by: Fresno County

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Support for an Air and Health Quality Empowerment Zone Designation

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno County

Division: Department of Public Works & Planning

Address: 2220 Tulare Suite 600, Fresno, CA 93721

Contact person(s) in organization: Brandi Orth (CAO Office) & Lynn Gorman (PW&P)

Phone number(s): Brandi Orth 559.600.1222, Lynn Gorman 559.600.4569

Email: borth@co.fresno.ca.us lgorman@co.fresno.ca.us

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract. This request is for support for an Air and Health Quality Empowerment Zone designation to provide new incentive funding and tax incentives for fleet modernization to reduce heavy-vehicle contributions to ozone and pm 2.5 formation. The Recipient/Program Administrator is the San Joaquin Valley Air Pollution Control District.

AIR QUALITY EMPOWERMENT ZONE

THE REQUEST:

The San Joaquin Valley experiences some of the worst air quality in the nation, especially ozone and pm 2.5, due to unique economic, topographic and meteorologic conditions. This request is for support for an Air and Health Quality Empowerment Zone designation [as previously introduced by Senator Boxer], to provide new incentive funding and tax incentives for fleet modernization to reduce heavy-duty vehicle contributions to ozone and pm 2.5 formation. The Recipient/Program Administrator is the San Joaquin Valley Air Pollution Control District.

ABSTRACT:

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 introduced legislation in 2008 and 2010 to designate air quality empowerment zones in the San Joaquin Valley to address health and economic development impacts of non-attainment of federally mandated air quality standards. The Air and Health Quality Empowerment Zone Designation Act of 2008 (S.3496, 110th Congress), if reintroduced, would authorize up to \$20 million annually in grant funding incentives for vehicle and engine replacement or retrofit in non-attainment areas like the San Joaquin Valley.

2012 “One Voice” Regional Priority Request Application

Regional Priority:

Preserve funding for the Community Services Block Grant (CSBG) Program

Example:

Various

Submitted by:

Fresno County Economic Opportunities Commission (EOC)

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Preserve funding for the Community Services Block Grant (CSBG) Program

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno County Economic Opportunities Commission

Division: Executive Office

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

Contact person(s) in organization: Brian Angus, Executive Director

Phone number(s): O (559) 263-1012 C (410) 212-9834

Email: brian.angus@fresnoeoc.org

Regulatory/Policy Reform request: Description, including purpose and need (“the ask”): please attach a one-paragraph abstract.

Preserve the integrity and funding level of the federal Community Service Block Grant Program (CSBG). The program has established a national network of Community Action Agencies designated by their communities to assess local needs and design programs and solutions to ameliorate poverty and generate economic opportunities. These agencies are required, by statute, to be governed by locally appointed and elected leaders, including those representing service recipients. CSBG has for many years been the catalyst of investment in community-based programs that address emergency services and provide economic opportunities for those in greatest need by linking, aligning, and leveraging all available resources. The CSBG program infrastructure now in place assures that community needs are met in the most efficient, cost effective, and outcome-driven manner. To dismantle CSBG at this time – structurally and financially – would have a catastrophic impact on our communities at a time when we can least afford it.

Name of project impacted by the above policy revision: Programs that support the needs of our most vulnerable residents.

Project location: Central San Joaquin Valley

Amount being requested (please include future years, if applicable; e.g.: “\$50,000 for FY 211, \$250,000/3 years”; “\$100,000 for FY 2012; ongoing program”):

\$703.6 million in the federal Labor, HHS Appropriations Bill, for 2012.

Prior federal funding history (e.g.: “\$0 in FY 2010; \$100,000 in FY 2009, last year authorized”):

\$678 million in FY 2011

Did you make a similar request last year for FY 2011, through 2011 “One Voice” or on your own (if yes, please note project name and amount)

CSBG – same project. Requested \$700 million

Sources and amounts of matching funds (state, county and local contributions):

Last year, Fresno County Economic Opportunities Commission utilized CSBG funds to bring over \$100 million in services to this region.

Possible funding sources:

Funds were acquired through the Departments of Health and Human Services, Agriculture, Transportation, Education, Labor, Energy, Housing and Urban Development, the Treasury, and the Corporation for National and Community Service.

Please identify the Congressional and Senate district(s) in which the project lies:

19, 20, and 21st Congressional Districts. 14th and 16th State Senate Districts

Current status of project for which request is made:

On-going _____

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates):

Brian Angus, Frank Franco _____

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST: ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3 PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision

ABSTRACT

Preserve the integrity and funding level of the federal Community Service Block Grant Program (CSBG). The Community Service Block Grant provides flexible funding designed to be leveraged, prioritized and allocated toward human emergency and economic needs. The program has established a national network of Community Action Agencies designated by their communities to assess local needs and design programs and solutions to ameliorate poverty and generate economic opportunities. Fresno County Economic Opportunities Commission is the designated community action agency for Fresno County.

The needs of the poor in Fresno County are well documented. With cuts to most human service programs, CSBG provides the financial infrastructure and capacity to attract a range of funds to effectively address social needs and generate economic opportunity for the poor and disadvantaged in our community.

Community Action Agencies are required, by statute, to be governed by locally appointed and elected leaders, including those representing service recipients. EOC, a national leader in community action, has utilized CSBG funding as a catalyst for investment in community-based programs that address emergency services and provide economic opportunities for those in greatest need, doing so by linking, aligning, and leveraging all available resources. Some of the programs launched by EOC with CSBG funding include Head Start, WIC, the Sanctuary, SOUL Charter High School, the Local Conservation Corps, weatherization and energy assistance programs, emergency and transitional housing for the homeless, and social enterprises such as our food preparation center, transit services, and micro-lending (Community Development Financial Institution).

The CSBG program infrastructure now in place assures that community needs are met in the most efficient, cost effective, and outcome-driven manner. To dismantle CSBG at this time – structurally and financially – would have a catastrophic impact on our communities at a time when we can least afford it.

(WHITE PAPER AND PHOTOS ATTACHED)

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.)

CSBG is among the last remaining federal programs designed to be locally governed to meet local needs.

While Fresno EOC aggressively seeks support for our county's most vulnerable residents, CSBG funding is clearly the engine that provides the infrastructure and staffing needed to acquire these resources for a growing number of Valley residents seeking to become self sufficient. During this past year CSBG garnered widespread support among business and community leaders including Fresno's Mayor and City Council, and the Fresno County Board of Supervisors.

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project?

CSBG is administered by the Office of Community Services within the U.S. Department of Health and Human Services. The National Community Action Foundation and National Community Action Partnership are both strong advocates for CSBG. Senator Tom Harkin, Chair of the Senate's Labor, Health and Human Services, Education, and Related Agencies Appropriations Sub-Committee is a strong supporter of CSBG.

What other organizations, in California, Washington DC, or nationally, might be expected to support this request?

The California-Nevada Community Action Partnership also supports this request.

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?

Because it is dispensed as a block grant – providing local autonomy to meet local needs – CSBG enjoys support on both sides of the aisle. While a number of Republicans are soft in their support for CSBG, the allocation nonetheless won the support of Congressman Denny Rehberg, Chairman of the House Labor Appropriations Subcommittee, who has recommended \$703.6 million in support for CSBG in 2012, a 3.5% increase over 2011.

How is the Project related to economic development?

CSBG is a significant local driver of economic development. It does so by stabilizing families and individuals to acquire the tools and ability to make wise choices, obtain employment, provide for their families, and pass along a legacy of earning a living, providing for themselves, and contributing to the overall wellbeing of their communities. CSBG also provides the expertise for EOC to acquire significant lending facilities and counsel to help budding entrepreneurs launch their businesses, and create jobs.

FRESNO COG – ONE VOICE DELEGATION 2012 – PROPOSAL – PRESERVE FUNDING IN THE AMOUNT OF \$700 MILLION FOR THE COMMUNITY SERVICES BLOCK GRANT (CSBG) PROGRAM

Fresno County Economic Opportunities Commission (Fresno EOC) is one of over 1100 federally-designated community action agencies nationwide with a *mandate to address local community needs* determined by *locally appointed and elected* community leaders. The **Community Services Block Grant (CSBG)** has for over 45 years allowed us to create innovative local programs which this past year provided services to 319,000 residents, leveraging tens of millions of dollars in public and private funding in doing so. CSBG funding is among the few remaining flexible, discretionary sources of support that help us provide for the most needy in our community in a dignified, empowering manner. CSBG represents the ideal for our democracy: *local need, determined by local constituents, addressed in creative ways, by local agencies with oversight by local representatives elected by the people*. The CSBG formula determines each jurisdiction's funding level based on its population at or below the poverty level.

CSBG funds are under attack. Dismantling CSBG would handicap EOC and our community's ability to respond in even a limited way to those most in need and would undoubtedly lead to the untimely closure of several program investments we can ill afford to lose.

Fresno County Economic Opportunities Commission (EOC) is the designated Community Action Program serving the City and County of Fresno. The scope of services EOC has developed is broad, their creativity and effectiveness the envy of agencies nationwide. Services range from pre-school education and child care to vocational training; from juvenile offender re-entry and drug abuse counseling to micro lending and the creation of new businesses and jobs; from youth recreation and after school programs to senior citizen hot meals and mentoring initiatives; from energy conservation education and training in solar installations to emergency energy, food, and housing intervention; from preventive health care to prenatal nutrition education; and from vocational counseling to job placement, career development and retention services.

EOC's board has historically invested its CSBG allocation in two ways.

First, CSBG has served at the vanguard of local emergencies, typically those caused by weather – floods, agri-freeze, drought, all of which have caused considerable economic devastation. EOC continues to provide emergency food assistance to families in our rural west county communities, those overcome by sputtering economies and unemployment rates soaring towards 45%.

Second, EOC invests in the most pressing ongoing human and economic stability issues our residents face. Following are just a few examples:

- The investment of **CSBG** funds pioneered the first WIC nutrition center in the state, in 1972, operated by EOC. Today EOC provides nutritional vouchers and nutrition education to just under 40,000 low-income women with infants and children each month.

- **CSBG** investments enabled EOC to launch its Community Development Financial Institution (CDFI) a growing micro-loan fund supporting the creation and/or expansion of over a hundred new businesses over the past eight years while attracting considerable private investment from traditional lenders such as Citibank, Wells Fargo, and Goldman Sachs.
- **CSBG** investment enabled EOC to create emergency fuel assistance and weatherization programs designed to reduce the energy burden of poor families while training low income youth in the installation of energy saving measures.
- **CSBG** helped create the county-wide food and transportation services EOC currently provides for Head Start children and the elderly and homebound. 6,000 meals are produced and delivered daily. Thousands of low income passengers are able to attend our county's 35 Head Start centers, a senior center, or get to their community grocer for essential goods.
- **CSBG** provided the needed support to open one of our state's most effective youth development and employment programs, EOC's Local Conservation Corps. The Corps employs over 250 at-risk and youthful offenders annually through a disciplined, structured program boasting a placement rate of 85% and recidivism rates below 15%.
- **CSBG** is responsible for the development of a network of farmer's markets through which jobs are created and customers find a wide selection of nutritious fruits and vegetables.
- **CSBG** investment created the Sanctuary, another award-winning service, the only one of its kind in the central valley region. The Sanctuary converted a former Jewish Temple into a theatre, kitchen, recreation center, a 200-enrollment Charter School – the School of Unlimited Learning (SOUL), and emergency shelter for minors abandoned by their parents or in need of essential services. Each evening Sanctuary outreach staff extend a life line to homeless youth and victims of human trafficking reaching over 5,000 annually. The Sanctuary also oversees a 72-unit system of transitional living centers with supervised, fee-based housing for young adults leading to independent living.

It is our obligation and mission to faithfully discharge our duty as Fresno County's Community Action Program. CSBG accounts for only 1.5% of EOC's budget; it is the only truly locally-controlled money our agency has. As our nation addresses its budget deficit and debt, there will be cuts. CSBG must not be disproportionately targeted. Conversely, a strong CSBG program will allow EOC to soften the impact of cuts on those who struggle the most in our community.

For more information contact:

Brian Angus, Executive Director

(559) 263-1012

Brian.angus@fresnoeoc.org

2012 “One Voice” Regional Priority Request Application

Regional Priority:

Occupational codes be expanded and updated

&

Revise process to allow LWIA’s & community colleges to recommend the addition or removal of job titles and descriptions to the national employment list.

Example:

Various

Submitted by: Fresno Regional Workforce Investment Board

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Occupational codes be expanded and updated & revise process to allow LWIA's & community colleges to recommend the addition or removal of job titles and descriptions to the national employment list.

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 "One Voice" – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno Regional Workforce Investment Board

Division: _____

Address: 2125 Kern Street, Suite 208, Fresno, CA 93721

Contact person(s) in organization: MATT LEEDY

Phone number(s): 559. 490. 7142 (office) 559. 375. 5265 (cell)

Email: mleedy@workforce-connection.com

Regulatory/Policy Reform request: Description, including purpose and need ("the ask"): please attach a one-paragraph abstract.

see attachments (a)

Name of project impacted by the above policy revision: "Inclusion of Agricultural workers + government workers in MASS Layoff Data"

Project location: San Joaquin Valley + Beyond Occupational code updates

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 211, \$250,000/3 years"; "\$100,000 for FY 2012; ongoing program"):

N/A

Prior federal funding history (e.g.: "\$0 in FY 2010; \$100,000 in FY 2009, last year authorized"):

N/A

Did you make a similar request last year for FY 2011, through 2011 "One Voice" or on your own (if yes, please note project name and amount) YES for Inclusion of Agricultural workers + government workers in MASS Layoff Statistics

Sources and amounts of matching funds (state, county and local contributions): _____

Possible funding sources: _____

Please identify the Congressional and Senate district(s) in which the project lies: AA

Current status of project for which request is made: _____

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C. (please provide names of possible delegates): MATT LEEDY (information case)

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT- SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy
revision See attachments (2)

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) See attachments (2)

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this
project? See attachments (2)

What other organizations, in California, Washington DC, or nationally, might be expected to support this request?

Local workforce Investment Act Areas, throughout the country, community colleges, training providers,
businesses + private sector.

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?

How is the Project related to economic development?

See attachments → Training for a qualified workforce

+
Assistance for those affected by
business closures + layoffs + services
to help the unemployed re-enter
the workforce.

U.S. Department of Labor, Bureau of Labor Statistics – Occupational Code Updates

ABSTRACT

The complexity of the employment market has radically shifted during the past 20 years due to the emergence of new industries and technological advances. In order to ensure that there is the availability of a qualified workforce, it is critical that employment data fully reflect current employment requirements.

BACKGROUND

The U.S. Department of Labor's O*NET program is the nation's primary source of occupational information. The O*NET database contains information on hundreds of standardized and occupation-specific descriptors. This data is used by Local Workforce Investment Areas (LWIA), and others, to inform training decisions and to help design training. Unfortunately, O*NET's taxonomy of job titles, job descriptions, and other data is often out of date, lacks necessary specifics, or does not include emerging and in-demand occupations. As a result, there is a growing divide between available jobs and the training necessary to prepare a qualified workforce for jobs that employers are struggling to fill.

There is an urgent need to update O*NET's job titles and job descriptions using a real world analysis of available and in-demand jobs. LWIAs are currently, and continually, conducting this type of analysis using local employment surveys and real time job posting information. The Fresno Regional Workforce Investment Board has performed three employer surveys since 2006 and found that many O*NET occupation codes do not align with the job descriptions or titles provided by employers.

For example, the healthcare industry has evolved into a highly specialized occupational industry. Through its surveys, FRWIB has learned that most of these specialized occupations are not captured with the current O*NET system. The nursing profession is one such case. Very few of our healthcare employers report that they are hiring "RNs" (O*NET's currently classification). In fact, they are hiring nurse specialists. O*NET does not provide data that could help direct training on the various nurse specialists occupations that are in demand. There are numerous demand occupations in Healthcare, technology and other industries that are missing from O*NET. This limits LWIAs' ability to provide necessary training for thousands of in-demand jobs that continue to go unfilled.

This appears to be an issue across all industries. As a result, training becomes more difficult to design and provide. It is critical that training programs effectively meet our current employers' needs if we are to fill the gap between our unemployed and our available job market.

REQUEST

We request that occupational codes be expanded and updated to more accurately reflect the realities of the 21st century job market. The updated codes would more easily be aligned with current employment descriptions/requirements.

We also request that a revised process be developed by to allow LWIA's and community colleges to recommend the addition or removal of job titles and descriptions to the national employment list.

2012 “One Voice” Regional Priority Request Application

Regional Priority:

Include agricultural workers, forestry personnel, fishermen, and government workers into the calculus of mass layoff statistics

Example:

Various

Submitted by: Fresno Regional Workforce Investment Board

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Include agricultural workers, forestry personnel, fishermen, and government workers into the calculus of mass layoff statistics

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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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.

2012 “One Voice” Regional Priority Request Application

Regional Priority:

FHWA to modify eligibility rules for federal planning funds to allow for both planning and project development activities

&

FHWA to consider lowering the current local match requirement for street and highway projects from its current 11.53%

Example:

Various

Submitted by: Fresno Council of Governments

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

FHWA to modify eligibility rules for federal planning funds to allow for both planning and project development activities & FHWA to consider lowering the current local match requirement for street and highway projects from its current 11.53%: *Various Projects*

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 "One Voice" – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno COG

Division: _____

Address: 2035 Tulare Street, Ste. 201

Contact person(s) in organization: Tony Boren

Phone number(s): 559-233-4148 Ext. 204

Email: tboren@fresnocog.org

Regulatory/Policy Reform request: Description, including purpose and need ("the ask"): please attach a one-paragraph abstract.

We ask that the Federal Highways Administration consider modifying the eligibility rules for federal planning funds to allow them to be utilized for both planning and project development activities, specifically project design and engineering. We also ask that the Federal Highways Administration consider lowering the current local match requirement for street and highway projects from its current 11.53%.

Name of project impacted by the above policy revision: All projects that receive federal funding and require a federal match

Project location: Throughout the region

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 211, \$250,000/3 years"; "\$100,000 for FY 2012; ongoing program"):

Prior federal funding history (e.g.: "\$0 in FY 2010; \$100,000 in FY 2009, last year authorized"):

Did you make a similar request last year for FY 2011, through 2011 "One Voice" or on your own (if yes, please note project name and amount) Yes

Sources and amounts of matching funds (state, county and local contributions): _____

Possible funding sources: _____

Please identify the Congressional and Senate district(s) in which the project lies: _____

Current status of project for which request is made: _____

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): Tony Boren

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision:

The downturn in the economy at all levels (federal, state & local) has created an undesirable situation where many of our cities are lacking the financial resources to plan and design their own local transportation projects. This resource shortage makes it impossible for cities to prepare their projects so that they are eligible for federal government construction funding.

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) _____

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project? ____ Dept of Transportation, House T&I, Senate EPW _____

What other organizations, in California, Washington DC, or nationally, might be expected to support this request?

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?

How is the Project related to economic development?

We are asking that the Federal Highways Administration consider modifying the eligibility rules for federal planning funds to allow them to be utilized for both planning and project development activities, specifically project design and engineering because the resource shortage makes it impossible for cities to prepare their projects so that they are eligible for federal government construction funding which would help stimulate the construction industry and promote job growth.

SAMPLE APPLICATION

Request for Regulatory Reform

THE REQUEST:

We are requesting that the Federal Highways Administration consider modifying the eligibility rules for federal planning funds to allow them to be utilized for both planning and project development activities, specifically project design and engineering.

We also ask that the Federal Highways Administration consider lowering the current local match requirement for street and highway projects from its current 11.53%.

ABSTRACT:

The downturn in the economy at all levels (federal, state & local) has created an undesirable situation where many of our cities are lacking the financial resources to plan and design their own local transportation projects. This resource shortage makes it impossible for cities to prepare their projects so that they are eligible for federal government construction funding.

As a practical matter, funding from the American Recovery and Reinvestment Act of 2009 delivered the majority of the “construction ready” projects. This inadvertently left the cities with very few, if any, projects that were construction eligible, and more importantly, no resources to develop the next ones. Of grave concern to our region, is the fact that should there be another federal “stimulus” bill that focuses on infrastructure, Fresno County and the San Joaquin Valley as a whole could be “shortchanged” on our fair share of funding because we have no local transportation projects that are “shovel ready” for construction.

EXAMPLE OF A REGIONALLY SIGNIFICANT PROJECT THAT WOULD BENEFIT FROM THE ABOVE REQUEST

*Will include a regional map with regional projects in final document

2012 “One Voice” Regional Priority Request Application

Regional Priority:
Transportation Reauthorization

Example:
Various

Submitted by: Fresno Council of Governments

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

Federal Reauthorization: *Various Projects*

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
--	--

2012 "One Voice" – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: Fresno COG

Division: _____

Address: 2035 Tulare Street, Ste. 201

Contact person(s) in organization: Tony Boren

Phone number(s): 559-233-4148 Ext. 204

Email: tboren@fresnocog.org

Regulatory/Policy Reform request: Description, including purpose and need ("the ask"): please attach a one-paragraph abstract.

We ask that the following priorities be considered in the TRANSPORTATION REAUTHORIZATION BILL

1. Fund the priority state route 99 improvement projects and other regionally significant projects through the national freight program
2. Fund the high priority corridor program
3. Direct funding to economically distressed regions
4. Direct funding to non attainment air quality areas

Name of project impacted by the above policy revision: PROJECTS ALONG SR 99

Project location: Throughout the region

Amount being requested (please include future years, if applicable; e.g.: "\$50,000 for FY 211, \$250,000/3 years"; "\$100,000 for FY 2012; ongoing program"):

Prior federal funding history (e.g.: "\$0 in FY 2010; \$100,000 in FY 2009, last year authorized"):

Did you make a similar request last year for FY 2011, through 2011 "One Voice" or on your own (if yes, please note project name and amount) NO

Sources and amounts of matching funds (state, county and local contributions): _____

Possible funding sources: _____

Please identify the Congressional and Senate district(s) in which the project lies: _____

Current status of project for which request is made: _____

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): Tony Boren

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision:

_____SEE ATTACHED_____

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) _____

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project? _____Dept of Transportation, House T&I, Senate EPW_____

What other organizations, in California, Washington DC, or nationally, might be expected to support this request?

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request?

How is the Project related to economic development?

Goods movement in California represents a significant factor in economic growth and job creation. Efficient goods movement in the San Joaquin Valley is essential to the viability of the nation's largest agricultural economy. Goods movement also plays a role in efforts to reduce the region's unemployment rate, one of the highest in the country. Many of the San Joaquin Valley's employment centers are clustered around key goods movement corridors that form the backbone of the region's economy, notably State Route 99.

SAMPLE APPLICATION

Request for Regulatory Reform

THE REQUEST:

1. FUND THE PRIORITY STATE ROUTE 99 IMPROVEMENT PROJECTS AND OTHER REGIONALLY SIGNIFICANT PROJECTS THROUGH THE NATIONAL FRIEGHT PROGRAM

The proposed Transportation Reauthorization Bill from the Senate (Map 21) details a new National Freight Program with \$2 billion in funding. US DOT is directed to establish a primary freight network consisting of 27,000 miles of key freight corridors. States can use funds for highway projects that improve freight movement with a focus on the primary freight network and key rural freight corridors. US DOT must also develop a National Freight Strategic Plan, which will analyze performance and conditions on the primary freight network, identify bottlenecks, estimate future freight volumes and identify best practices for mitigating impacts of freight movement on communities. The Priority Improvement Projects identified for State Route 99, and other regionally significant highway corridor projects, directly meets the freight movement objectives of this new proposed program.

2. FUND THE HIGH PRIORITY CORRIDOR PROGRAM

Beginning with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), corridors have been designated in Federal transportation legislation as high priority corridors on the National Highway System (NHS) for inclusion in the 163,000-mile approved NHS as specific routes or general corridors. The ISTEA designated 21 corridors. Subsequent legislation added additional corridors and by the end of 2005, there were over 80 such corridors. Various sections for SAFETEA-LU provide funds for these high priority corridors. For example, formula funds for the NHS, STP, Bridge Program, the Coordinated Border Infrastructure Program and in certain instances, Interstate Maintenance may be used to fund improvements to high priority corridors. Direct Funding for the High Priority Corridor Program needs to be programmed in the reauthorization bill. State Route 99 is designated as High Priority Corridor #54.

3. DIRECT FUNDING TO ECONOMICALLY DISTRESSED REGIONS

SAFETEA-LU provided funding to improve transportation and economic development of the economically distressed regions. The San Joaquin Valley is a 27,000 square mile geographic region with a population of four million residents. It is home to chronic unemployment, disproportionate levels of poverty, poor air quality and the fastest growing population in California. It is our belief that a well-coordinated capital program for the San Joaquin Valley such as implementing the Priority State Route 99 Improvement Projects, and other regionally significant projects, merits special consideration as a "Regional Program" as afforded to the Appalachia, Delta, and Denali geographic regions under SAFETEA-LU.

4. DIRECT FUNDING TO NON ATTAINMENT AIR QUALITY AREAS

Despite significant progress, the San Joaquin Valley continues to be severely impacted by adverse air quality and is in severe non-attainment of several federal and state air quality standards for particulates and emissions. The Valley's non-attainment status leads to a number of negative health and economic impacts. A recent study by California State University, Fullerton estimates the annual value of the impacts from air pollution at \$5.6 billion. In order to attain the standards and avoid the negative health and economic impact, the Valley will need to achieve significant emissions reductions beyond those obtained through existing federal, state, and local regulatory programs.

Guarantee \$2 billion annually for the National Freight Program or the High Priority Corridor Program with priority for those areas listed as "moderate and above" 8-Hour Ozone nonattainment and PM2.5 nonattainment areas.

ABSTRACT:

State Route 99 is the transportation backbone of the San Joaquin Valley. A high rate of growth in the area is quickly using and exceeding the capacity of this corridor. It is clear that to maintain the corridor's ability to support ongoing development, facilitate efficient goods movement, and improve the quality of life in this fast-growing region, a substantial investment is needed to maintain and improve the corridor.

Due to connections with major population centers along State Route 99, many goods movement-oriented industries (such as food processing and warehousing and distribution) are located proximate to the highway. State Route 99 is therefore the preferred route, and the only practical route, for truck service *within* the San Joaquin Valley. For much of its length, State Route 99 is two lanes in each direction, which can cause congestion in the busier urban areas and where the three-lane sections narrow. There also are a number of older interchanges, and on-and off-ramp locations that are difficult for large modern trucks to negotiate.

State Route 99 is a critical artery for goods movement in the State of California and the San Joaquin Valley. The Annual Daily Traffic (ADT) for State Route 99 is over 100,000 vehicles through Fresno County. The projected traffic

volumes in 2030 are expected to range from 84,000 to 217,000 vehicles per day. This compares with truck traffic accounts for anywhere from 10 percent in central Fresno to nearly 30 percent in north Bakersfield in Kern County. The statewide average for truck volumes is about 9 percent. Tonnage of goods moved on State Route 99 is approximately 157 billion tons total per year, which represents approximately \$111 billion per year of goods movement.

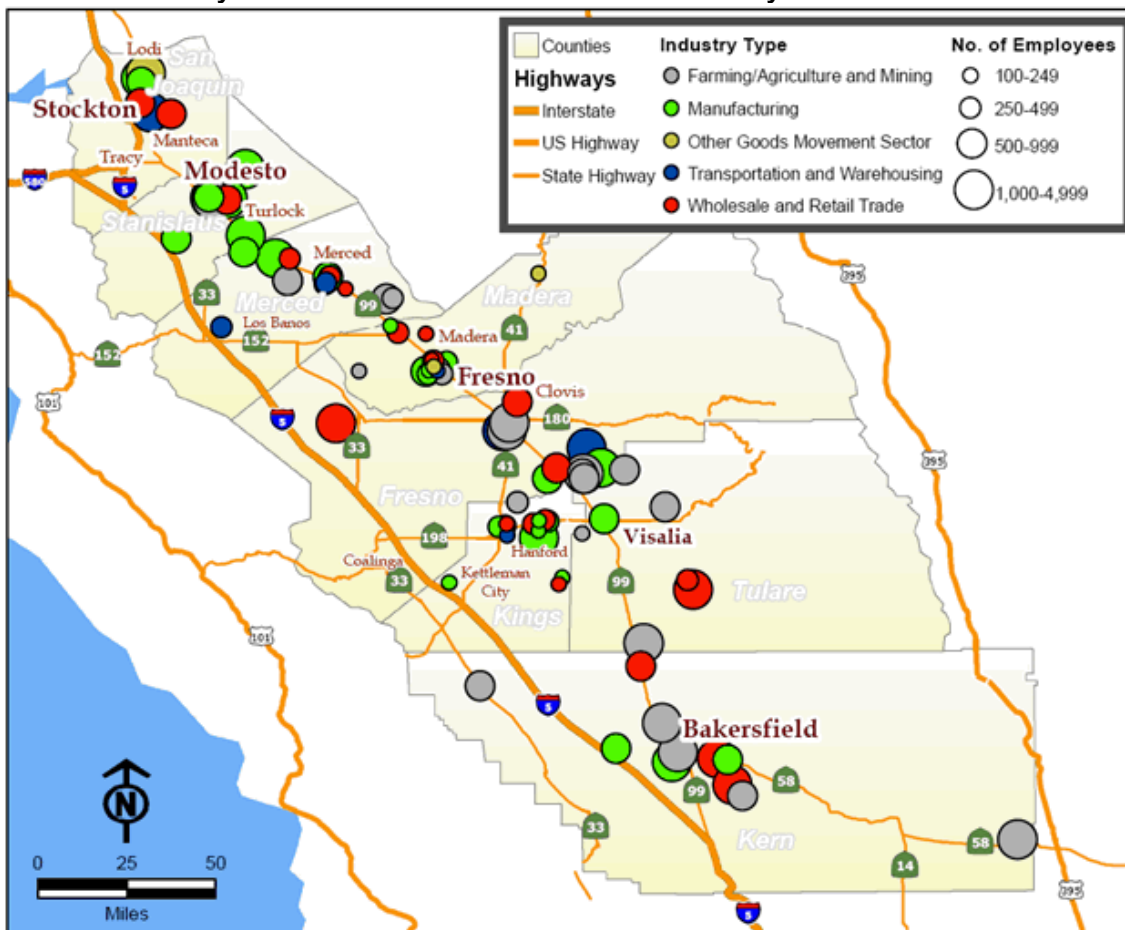
Reduced speeds and bottlenecks along the State Route 99 corridor are indications that its current capacity is not adequate to meet demand, especially during commute hours in urbanized areas. Some additional lanes have been added to State Route 99 in recent years, but congestion persists due to increases in ADT, increases in traffic merging on and off the freeway, and a large percentage of truck traffic. This extra stress on aged pavement, along with the lack of adequate funding to reconstruct the pavement, is the single most significant factor contributing to the current poor pavement conditions. Complete pavement reconstruction is the best long-term solution; however, the length of time it takes for reconstruction, consequent traffic delays, and the high cost make this strategy problematic.

GOODS MOVEMENT AND STATE ROUTE 99

Goods movement in California represents a significant factor in economic growth and job creation. Efficient goods movement in the San Joaquin Valley is essential to the viability of the nation's largest agricultural economy. Goods movement also plays a role in efforts to reduce the region's unemployment rate, one of the highest in the country.

Many of the San Joaquin Valley's employment centers are clustered around key goods movement corridors that form the backbone of the region's economy, notably State Route 99. Improving goods movement is critical to the California economy, where many jobs are tied to trade. Goods movement improvements can reduce congestion and delays for California businesses, carriers, and shippers and provide more reliable access to international and domestic markets. The results are lower transportation and inventory costs, and enhanced productivity, profits, growth, and competitiveness. Improvements to the goods movement system will also benefit California consumers by lowering insurance costs, reducing congestion, and improving safety.

Locations of Key Goods Movement Businesses in the Valley



Valley Employment

In 2010, there were about 1.2 million people employed across all sectors in the San Joaquin Valley. Of this total, over 44 percent (564,000 jobs) are associated with goods movement-dependent industries. This is a particularly high proportion of employment, even compared with other regions where goods movement activities play an important role

in the economy. Within goods movement-dependent industries, jobs associated with farming/agriculture currently account for over a third of the employment in the San Joaquin Valley (over 187,000 employees).

By 2040, goods movement-dependent jobs are expected to increase by over 45 percent (nearly 250,000 jobs). This growth will be led by industries, including transportation and warehousing, wholesale, and retail trade.

However, the economic downturn of 2007-2011 has severely impacted the SJV – the region faces one of the highest unemployment levels in the Nation (averaging just over 18 percent Valley-wide) and more than double the National average. Thus, infrastructure investments throughout the San Joaquin Valley that support industries with potential for significant employment growth should be the focus of at least some portion of goods movement investment strategies.

Air Quality

The San Joaquin Valley Air Basin, which is approximately 250 miles long and averages 35 miles wide, is the second largest air basin in the State. It is defined by the Sierra Nevada to the east, the Coast Ranges to the west, and the Tehachapi Mountains to the south. The bowl shape of the San Joaquin Valley contributes to its air pollution problem. The large scale of the region and its orientation creates issues with congestion and pollution. The Valley's geography allows for relatively limited transportation options and acts as a trap for air pollutants making vehicle emissions very difficult to manage.

The San Joaquin Valley Air Basin has been designated by the US EPA as a nonattainment area for the pollutants ozone and PM 2.5. Federal funding for major transportation infrastructure improvements requires that transportation planning efforts be coordinated in geographically defined air basins. Since the eight counties are combined into a single nonattainment area, a coordinated approach is essential for both State Implementation Plan (SIP) development and conformity determinations.

EXAMPLE OF A REGIONALLY SIGNIFICANT PROJECT THAT WOULD BENEFIT FROM THE ABOVE REQUEST

*Will include a regional map with regional projects in final document

2012 “One Voice” Regional Priority Request Application

Regional Priority:
NEPA Streamlining

Example:
Veterans Blvd

Submitted by: Fresno Council of Governments

Please print your name here: _____

2012 One Voice Regional Priority Scoring Sheet

Regional Priority Title:

NEPA Streamlining: Veterans Blvd

Please score the project from 0 to 4 on the following criteria:

- 4 = Exemplary
- 3 = Very Good
- 2 = Good
- 1 = Marginal
- 0 = Does not meet criteria

Selection Criteria (grade each on a scale of 0-4):

Regional Significance	
Collaborative in Nature (more than one agency).....	
Encourages Economic Development	

Selection Criteria (1) point for every "yes" and (0) points for every "no" answer:

	YES	NO
Transportation or Infrastructure Priority.....		
Non-Transportation Social/Economic Initiative		
Endorsement by Decision Makers (Council or Board)		
Project Sponsor or Representative will Attend DC Briefings		

Selection Criteria (grade on a scale of 0-4)

In your opinion, how would you rate this regional priority based on the information included in the "completed" application and how it meets the required criteria listed above?	
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2012 “One Voice” – Regional Priority Request Application

Please answer the questions below in as much as detail as possible.

Organization making request: *City of Fresno*

Division: *Department of Public Works*

Address: *2600 Fresno Street 4th Floor*

Contact person(s) in organization: *Bruce Rudd*

Phone number(s): *(559) 621-7770*

Email: bruce.rudd@fresno.gov

Project Name: *Veterans Boulevard and the State Route 99 Interchange*

Project location: *Northwest Fresno County*

Amount being requested (please include future years, if applicable; e.g.: “\$50,000 for FY 2005, \$250,000/3 years”; “\$100,000 for FY 1999; ongoing program”):

\$3.0 million for FY 2012 and 2013

Prior federal funding history (e.g.: “\$0 in FY 1998; \$100,000 in FY 1997, last year authorized”):

2009 US Congressional Omnibus (Transportation) Appropriations of \$570,000

Did you make a similar request last year for FY 2011, through 2010 “One Voice” or on your own (if yes, please note project name and amount): ***From the 2011 One Voice, the project was submitted with the same title and same funding request for \$3 million.***

Sources and amounts of matching funds (state, county and local contributions): ***Measure C Sales Tax***

Possible funding sources: ***Surface Transportation Program, Transportation-Community-System Preservation Account, and Economic Development Initiative Account.***

Please identify the Congressional and Senate district(s) in which the project lies: ***Dennis Cardoza (18th District), Jim Costa (20th District), Devin Nunez (21st District), Barbara Boxer, and Diane Feinstein.***

Current status of project for which request is made: ***The Project Study Report (PSR) was officially approved by Caltrans District 6 on March 18, 2010.***

Individual(s) from your organization must participate in the 2012 One Voice trip to Washington, D.C.(please provide names of possible delegates): ***Bruce Rudd, Assistant City Manager for the City of Fresno***

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PROJECT:
ATTACH NARRATIVE AND 3 PHOTOS – ***Please Review Attachments***

PLEASE ATTACH AS MANY OF THE FOLLOWING ITEMS AS APPLY TO YOUR PRIORITY REQUEST:
ATTACH AN ABSTRACT FOR THE REGULATORY REFORM REQUEST, ALONG WITH A NARRATIVE AND 3
PHOTOS FOR THE PROJECT– SEE SAMPLE

Project Description, including purpose and need and how the project is or will be impacted by the proposed policy revision _____

Background/Justification for this request (budget projections, reports, brochures, letters of support, etc.) _____

Which representatives, departments, or organizations in Washington, D.C. would be most interested in this project? _____

What other organizations, in California, Washington DC, or nationally, might be expected to support this request? _____

What other organizations, in California, Washington DC, or nationally, might be expected to oppose this request? _____

How is the Project related to economic development?

SAMPLE APPLICATION

Request for Regulatory Reform

THE REQUEST:

We are requesting that the federal government streamline the NEPA process. Our view on the environmental process-related recommendations is that reform should target the alignment of regulatory requirements and providing tools that ease the procedural burden federal environmental regulations.

ABSTRACT:

As stated below, SR 99 is one of two federally recognized "High Intensity Corridors" located west of the Mississippi River. These are the types of projects that will most likely attract federal dollars when the Transportation Bill is reauthorized in 2013.

For example, projects such as Veterans Blvd, that have already received federal dollars would benefit from NEPA reform because it will enhance the viability of the project. Safety is very important and the proposed Veterans Blvd. road connection will enhance the safety of the 50 Central Unified school busses that must go under 99 today. The Veterans Blvd. project will reduce congestion; thereby, having a positive affect on air quality.

EXAMPLE OF A REGIONALLY SIGNIFICANT PROJECT THAT WOULD BENEFIT FROM THE ABOVE REQUEST

VETERANS BOULEVARD AND

THE STATE ROUTE 99 INTERCHANGE

REGIONAL TRANSPORTATION IMPROVEMENTS

PROJECT NEED: Veterans Boulevard has been identified as the "**Northwest Gateway to Fresno**".

The region west of State Route 99 (SR-99) is expected to grow by more than 35% over the next 25 years.

The Central Unified School District is constructing new schools to keep up with the population growth at a rate of 1 new facility every 2 years.

The Project Study Report for the future Freeway Interchange at SR-99 was officially approved by Caltrans District 6 on March 18, 2010 and provides a complete project analysis study.

There are earmarked funds established for the construction through the local Measure C Transportation Sales Tax Measure. Veterans Blvd. and the SR-99 Interchange was selected to the 2011 One Voice.

The project will significantly improve regional mobility; reduce vehicle congestion; and decrease growing traffic conflicts as residential, commercial, and economic expansion continues in the northwest area.

The construction of Veterans Boulevard will improve traffic circulation and the Interchange at SR-99 will improve the regional mobility for commuters and the distribution of goods and services.

PROJECT DESCRIPTION: The development of the Veterans Boulevard and the Freeway Interchange at State Route 99 located in the northwest region of Fresno, California.

To fund the Final Engineering Design; the Plans, Specifications, and Estimates; and the Right-Of-Way work for the development of the Veterans Boulevard Freeway Interchange at State Route-99.

Veterans Boulevard is planned as a new 6 lane Super-Arterial roadway which includes bridges over State Route 99, Golden State Boulevard and the Union Pacific Railroad tracks. The interchange is a critical element to reduce congestion at the Shaw Avenue/State Route 99 and the Herndon Avenue/State Route 99 interchanges. This project will also alleviate growing traffic concerns as development continues to expand in the northwest region of Fresno County. Economic Development will be enhanced by the creation/retention of potetially425 jobs related to design, engineering, planning and project construction.

RECIPIENT:

City of Fresno

CONTACT:

Bruce Rudd, Assistant City Manager, City of Fresno

(559) 621-8000 or email: bruce.rudd@fresno.gov