



## **San Joaquin Valley Regional Economic Recovery Work Plan Highlighted Projects**

The Secretariat for the California Partnership for the San Joaquin Valley (Partnership) submitted the “Draft” Regional Economic Recovery Work Plan to the State of California Business, Transportation & Housing Agency (BTH) on April 1, 2009. On Thursday, April 30, Partnership staff met with Secretary Dale Bonner BTH staff and staff from other state agencies including: Department of Food and Agriculture, Infrastructure Bank, General Services, Labor & Workforce Development, Housing & Community Development, and CA Environmental Protection Agency to discuss the San Joaquin Valley “Draft” Work Plan. As you know by now, the “Draft” Plan included 2,412 project submittals totaling over \$9 billion in funding requests.

Secretary Bonner asked that in addition to the project list we provided in the “Draft” that we highlight projects in the “Final” Plan that meets the following criteria:

- Projects that can begin within 120 days (shovel ready)
- Projects that have support from multiple organizations and agencies.
- Projects that are regional or multijurisdictional (affect more than one city and/or county).
- Projects that cross over several categories, such as: Water, Energy, Transportation, Infrastructure.
- Public/Private Projects – projects that leverage additional dollars other than public. BTH wants to attract investor interest.

Secretary Bonner also has asked that we include discussion on projects that could take advantage of the \$8 billion appropriated for High-Speed Rail-related construction, projects that advanced broadband to rural areas, and suggestions for streamlining the environmental permitting process.

Emails were sent to all cities, counties and agencies on May 4, 2009, requesting nominations of projects that met the criteria requested by Secretary Bonner by May 15, 2009. The Work Groups and the Secretariat have reviewed all submittals and recommend that the following projects or programs be highlighted in the Final Plan:

### **Transportation**

- A. Highway 99 - \$50 million widening project
- B. Projects in Hwy 99 business plan submitted
- C. High Speed Rail-related projects

### **Infrastructure**

- D. Port of Stockton Infrastructure Improvement Projects (4)

### **Economic Development**

- E. Innovation Zones
- F. SBDC Programs (4)

## **Broadband**

- G. Increasing Health Care Access by Expanding Telemedicine – UC Merced
- H. West Hills – Rural Broadband

## **Work Force Development**

- I. Green Jobs – 8-county WIB project to access California Green Jobs Corps funding
- J. California Partnership for the San Joaquin Valley workforce project
- K. CCWC high-growth industries project

## **Environmental Streamlining**

- L. Environmental Strategic Plan Program

## **Clean Energy**

- M. Energy Independence and Security Act – plug-in elective drive vehicles
- N. Central Valley Schools Partnership Program for Energy Conservation

## **Water**

\*Yet to be processed.

## **Air Quality**

- O. SJVCEO/Air District – regional implementation of EECBG
- P. SJVCEO/Air District – regional coordination of State Energy Program
- Q. Diesel Emissions Reduction ACT vehicle and equipment retrofit/replacement
- R. Clean Cities petroleum reduction tech project

**Project A: SR-99 Widening Project**

**Project Description:** The San Joaquin Valley Regional Policy Council’s unanimously endorsed prioritizing funding for the following project through California’s application for the American Recovery and Reinvestment Act (ARRA)’s Supplementary Discretionary Grants for a National Surface Transportation System program:

Convert State Route (SR)-99 from a four-lane expressway to six-lane freeway between Buchanan Hollow Road to the Miles Creek Overflow. This project also includes a new interchange at Arboleda Road.

The federal \$1.5 billion competitive program through the Department of Transportation seeks to fund capital investments in surface transportation projects that will have a significant impact on the nation, a metropolitan area or a region, and meet certain requirements. The SR-99 project is not only in a trade corridor of national significance, but it has multijurisdictional consensus, would create hundreds of jobs, leverages non-federal sources of funding, and would complete work within the three-year requirement.

**Request:** \$50,000,000

**Project B: Highway 99 Business Plan Projects**

**Project Description:** Below is a list of SR-99 projects that would continue to implement the 99 Business Plan that was adopted by the Valley’s Regional Policy Council. The list is based on delivery requirements of the current stimulus program. Any future stimulus scenarios would result in the need to revisit the summary. All eight COGs can agree from a regional perspective that implementing the 99 business plan is a regional benefit. Funding these projects would also further the \$850 million the Valley has received for SR-99 widening as part of Proposition 1B.

**Request:** Total of \$443 million

Fresno City of Fresno	Golden State Blvd Resurfacing, SR-99 to Ashlan	\$159,000
Fresno City of Fresno	Herndon Ave Widening, SR99 to Weber	\$5,040,600
Fresno City of Fresno	Traffic Signal at Ventura & SR99 NB Ramps	\$900,000
Fresno City of Fresno	Traffic Synchronization of Shaw Ave, SR99 to SR41	\$4,199,900
Fresno City of Kingsburg	99 Southern Monument	\$500,000
Madera City of Madera	Ellis/Avenue 16 - Granada to Road 26 & new SR 99 OC - Reconstruct street and construct new overcrossing	\$20,000,000
Stanislaus City of Modesto	Modesto Hwy 99/ Pelandale Avenue Interchange Reconstruction	\$58,998
Stanislaus City of Modesto	Pelandale/SR 99 Interchange Design	\$3,500,000
Stanislaus City of Ceres	Service Road/SR 99 Overcrossing	\$50,000,000

Stanislaus County of Stanislaus	Stanislaus County Kiernan Interchange	\$85,000
Kern City of Bakersfield	Interchange Construction: SR99 at Hosking Avenue	\$28,000,000
Kern City of Delano	Delano This project involves interim improvements to the on and off ramps from the SR-99 to Woollomes Ave. which provides improved access to the Home Depot and the planned development including a Super Walmart and other big box retail outlets. All environmental and design work is complete with the final off ramp design currently under review by Caltrans. This project supports the above private sector development, job creations beyond construction positively affecting the City of Delano and County	\$4,460,000
Kern City of Delano	Woollomes Ave/Hwy 99 Interchange Improvements	\$4,460,211
Madera City of Madera	4th Street - K street to Lake street - widen to 4 lanes - Reconstruct/widen SR99 OC and UPRR Crossing	\$8,500,000
Madera County of Madera	Avenue 7 from SR 99 to SR 145	\$4,000,000
Madera County of Madera	Madera County Avenue 12 Construction from Highway 41 to Highway 99	\$27,500,000
Madera County of Madera	Madera County Avenue 9 Construction from Highway 41 to Highway 99	\$23,000,000
Madera County of Madera	Madera County Construction of the Avenue 12/99 Interchange	\$75,000,000
Madera County of Madera	Madera County Resurface Avenue 7 from SR 99 to SR 145	\$4,000,000
Stanislaus City of Ceres	Service Road/99 Overcrossing	\$ 50,000,000
Tulare City of Tulare	Betty Drive - widen from 2 to 4 lanes from SR-99 to Road 80	\$8,017,000
Tulare City of Tulare	Tulare Agricenter / Hwy 99 Interchange	\$45,000,000
Tulare City of Tulare	Tulare Bardsley Ave/Hwy 99 Interchange	\$1,000,000
Tulare City of Tulare	Tulare Paige Ave/Hwy 99 Interchange	\$45,000,000
Tulare City of Tulare	Tulare Tulare Ave (SR-137)/Hwy 99 Interchange	\$1,000,000
Tulare City of Tulare	Tulare Unfunded portion of Cartmill Ave/Hwy 99 Interchange (total cost is \$55M)	\$30,000,000
<b>TOTALS</b>		<b>\$443,380,709</b>

## **Project C: California High-Speed Rail & Inter-City Rail**

### **Project Description:**

#### **For High Speed Rail:**

- Preparation of an EIR/EIS for the Sacramento to Merced HSR/Intercity/Commuter Rail corridor. The process will involve the development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of the Sacramento to Merced corridor for HSR, Intercity Rail and Commuter Rail.

**Request:** \$50,000,000

- Preparation of an EIR/EIS for the Stockton to San Jose HSR/Intercity/Commuter Rail corridor. The process will involve the development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of the Stockton to San Jose Corridor for HSR, Intercity Rail and Commuter Rail.

**Request:** \$50,000,000

- Conduct aerial mapping of the terrain adjacent to the UPRR Fresno Sub over the approximate 55 mile route from Lathrop to Sacramento to determine the feasibility of obtaining sufficient land to build new, dedicated railroad track(s) to support High Speed Rail, Intercity Rail, and Commuter Rail with a connection to the Altamont Pass HSR corridor.

**Request:** \$3,000,000

#### **For Intercity Rail:**

- Track, switch and signal changes to the current station track design at UPRR Control Point at SP083, El Pinal to allow for southbound intercity trains to crossover from the Fresno subdivision to a new extended ACE station track, and utilized the ACE station and platform prior to reentering the UPRR mainline and accessing the Burlington Northern Santa Fe Railroad. Completion of this project will eliminate the use of the Weber Street crossing for loading and unloading of passengers of Caltrans intercity passengers and would allow full utilization of the recently rehabilitated Robert Cabral Station. The project is already through environmental, design and engineering.

**Request:** \$3,000,000

- Track, switch and signal changes to the current station track design at UPRR Control Point SP084 to allow for southbound and northbound intercity trains to utilized the ACE station and platform and reenter the mainline with the ability to crossover and access the Burlington Northern Santa Fe to continue the route to Fresno, Bakersfield, and intermediate points.

**Request:** \$2,400,000

## **Project D: Port of Stockton Infrastructure Improvement Projects (4)**

### **D. 1 Ship to Railroad and Other Improvements Project, Port of Stockton**

**Project Description:** This project provides and improves vital transportation links to goods movement at the Port's East and West Complex facilities and immediate vicinities. Stockton is one of the very few California port where direct ship to rail cargoes (and vice versa) can be handled. The Port's rail system connects directly to two transcontinental railroads. This project will provide new tracks, improve existing tracks and yards, improve port roads, rehabilitate and improve the railroad bridge, and construct a renewable fuels pipeline. Increased unit trains, consisting of 80 plus car trains, can be significantly increased at the Port. The pipeline would collect renewable fuels from adjacent fuel depots and would be distributed to their destinations. Improved air quality and economic efficiencies would be robust and beneficial to the community and region. The overall amount of trucking would be reduced. The Port would own the rail lines, roads, and the pipeline involved with this project.

The project is estimate to start 3 – 6 months from date of receipt of funds, and will take two years to construct.

It is estimate that 340 direct jobs would be created, and that 375 indirect jobs would be created.

**Request:** \$27,000,000

## **D. 2 Short Sea Shipping Container Yard, Port of Stockton**

**Project Description:** This project would introduce a container vessel service between major ports and inland ports in the San Francisco Bay Delta region. No container service currently exists among Bay Area ports and Delta ports. This initial phase would include construction of a secure facility where containerized cargo would be stored. A 10 acre area located adjacent to the shore side of the Port would be developed. Containers can be offloaded and efficiently transported to the secure holding area. Removal of existing structures (Boiler House) would allow installation of a crane to unload containers from the ship and then transport to the secure holding facility. A rail loop would be built around the secure facility. This rail loop would connect the cargo yard to the dock with a final connection to the existing rail lines. The Port has rail connections for two transcontinental railroad lines. A master plan would be prepared for the initial project phase to long-term build out. This project has a high capacity for future development with additional cranes, expanded container yard, and upgrades of Port owned railroad lines.

The project is estimated to start in December of 2009, and construction will last from 6 months-1 year.

(Phase 1) – 30 direct jobs would be created. 50 indirect jobs would be created.

**Request:** (Phase 1) - \$3,500,000 (Subsequent Phases) - \$12,500,000

## **D. 3 San Francisco Bay to Stockton Ship Channel Deepening Project, Port of Stockton**

**Project Description:** This is an ongoing Federal project with the US Army Corps of Engineers; Contra Costa County and the Port of Stockton are the non-Federal sponsors. The project is cost shared at a 75% Federal basis and 25% non-federal basis. The County and the Port have been providing the 25% non-Federal share. A general reevaluation study and EIS/R has been underway since 2004. The project purpose is to deepen the Contra Costa County portion of the channel from 35' to 45' (approximately 25 nautical miles) and the Stockton Ship Channel from 35' to 40' (approximately 50 nautical miles). The California Transportation Commission, under Proposition 1B (TCIF) has designated a construction award of \$17.5 million towards meeting the estimated non-Federal share of \$35 million. Additional funds are needed to meet the full non-Federal share of construction costs. For ongoing engineering and environmental studies, \$2 million is needed to meet the non-Federal share of study costs. The project

would benefit the entire Central Valley by increasing opportunities for manufacturing and agricultural exports.

The project has been ongoing since 2004. The construction is estimated to take 5 years, and expected to start in 2012.

180 direct jobs would be created. 200 indirect jobs would be created.

**Request:** \$141,000,000

#### **D. 4 West Complex Road and Bridge Improvements, Port of Stockton**

**Project Description:** The project would reconstruct and rehabilitate vital Port roads from the dockside to the Expressway, the Port's primary link to State Highway 4 and US Interstate 5. The road and bridge improvements would divert truck traffic away from the residential neighborhood located east of the Port property. The current roads are decades old and outdated for modern heavy bulk truckloads and oversize project cargoes. The reconstructed roads would serve today's heavy bulk movements, including beneficial reuse of dredge materials, project cargoes, and the CA Department of Water Resources' (DWR) rock stockpile at the Port for Delta islands emergencies. Navy Bridge improvements and the new bridge between Rough & Ready Island and Roberts Island would reduce the need for additional truck traffic on State Highway 4. The only available route between the two islands is a 15-mile trip via State Highway 4. A direct connection between the two islands would save considerable operating costs and enhance operational flexibilities. In summary, the project would reduce community impacts, reduce traffic congestions, and improve air quality, economic growth, employment, and safety. More opportunities would be generated for manufacturing and agricultural exports in the Central Valley.

Project will start within 6 months - 1 year from receipt of funds, and will take three years to construct.

217 direct jobs created. 241 indirect jobs created.

**Request:** \$17,350,000

#### **Project E: California Innovation Zone Program**

California's competitive advantage lies in its ability to inspire innovation and entrepreneurship. The California Innovation Zone Program (iZones) would serve as the centerpiece of efforts to modernize California's approach to fostering competitive research and development and break down barriers to public/private collaboration on the commercialization of technology developed in California.

Innovation Zones would enhance California's global competitiveness, encouraging research in such a way as to accelerate investment and economic development around research clusters. The California Innovation Zone approach envisions that zones would be operated by a local collaborative made up from government entities, universities and non-profit economic development organizations. Assets of such zones would include research parks, technology incubators, universities, federal laboratories and adjacent properties. Local collaborative would focus efforts on accelerating the development of these assets thereby creating jobs and growing the economy.

*It is therefore recommended* that the State of California create the California iZone Program, to reverse recent trends showing that California is losing its competitive advantage in innovation and provide a tool for local economic development organizations to encourage and support early stage technology companies.

*What is an Innovation Zone?*

Innovations Zones are about collaboration and commercialization. California iZones or Innovation Zones are designated areas that encompass state universities, research institutions, federal laboratories and related businesses and are designed to spur collaborative efforts and encourage the rapid transfer of discoveries from the laboratory to the marketplace. The "i" stands for innovation, invention, inspiration, idea and imagination. iZones would be run by local collaboratives made up of universities, government entities and non-profit economic development organizations. Enhanced financial incentives would be available to eligible technology based businesses locating in these zones. Companies within the zones will benefit from enhanced partnership opportunities through the state, coordinated by the Business, Transportation and Housing Agency (BTH).

Each iZone will be anchored by an existing or planned state-of-the-art technology center, offering companies opportunities to lease office, wet and dry laboratory and production space at attractive rents. In addition, partnering universities and/or research laboratories will offer businesses in the iZone priority access to services and funds at reduced or no cost.

*Benefits of innovation zones:*

- Encourages new business models
- Increases open source around the sharing of ideas
- Clusters talent, techniques, companies, institutions and technologies
- Promotes and supports technology transfer and commercialization
- Business creation, attraction, retention and expansion tool
- Financial incentives (upon funding)
- Branding of the izeone

## **Recommendation**

It is recommended that innovation zones be established and coordinated through BTH which serves as the state's lead economic development agency. Each innovation zone would operate independently through a local/regional non-profit organization. Costs of establishing the program would fall within existing or local resources and the program could be established through executive order.

## **Implementation**

Establish an iAdvisory Committee through Business, Transportation and Housing to oversee this Innovation program. The suggested 15 members of the iAdvisory Committee should include:

- ✓ The California Science Center
- ✓ Housing and Community Development
- ✓ Representation from a National Laboratory
- ✓ Representation from a University
- ✓ Representation from an Innovation Center
- ✓ Representation from the leading Industry Clusters (5)
- ✓ Representation from a Venture Capitalist Group
- ✓ Representation from the Business Community
- ✓ Representation from the non-profit Community
- ✓ Representation from a Incubator
- ✓ Representation from Local Government

The application, selection criteria and process of the izeones will be framed/conducted by this iAdvisory Committee. All of this documentation will then be posted on the website.

In particular, the application process would be competitive (a maximum of 20 zones would be designated throughout the State) and eligible entities include universities, government organizations and non-profit economic development organizations. The relationship and partnerships between these organizations and businesses could be through a Virtual iZone relationship. The specifics about the format of the iZone and the area of interest would be left for each region to coordinate and decide.

To be an eligible business within the zone, it would have to be:

- less than eight years old
- doing business in the targeted industry clusters selected by the local collaborative. (Examples of targeted industries are advanced manufacturing, life sciences, information technology, and environmental or renewable energy)
- a participant in the iZone partnership

**Request:** Pending an allocation of funding, companies in the innovation zones would be eligible to compete for a statewide pool of \$40 million a year in tax credits (maximum \$100,000) that could be used to offset start-up costs or sold to more profitable companies in return for cash to run their businesses

Non-profit groups operating the innovation zones in partnership with a university or national laboratory would be expected to assist with the raising of additional money to run their program, aggressively implement technology transfer programs, and provide grants to companies within the innovation zones.

Additionally, incentives offered by redevelopment agencies, housing authorities, workforce investment boards, ROPS, colleges, and universities would be combined with state and federal resources.

## **Project F: SBDC Programs (4)**

### **F. 1 Small Business Development Center (SBDC) Training Courses**

**Project Description:** Training courses will deliver QuickBooks and computer training as well as technical assistance to San Joaquin Valley businesses via the Internet with the implementation of the San Joaquin Valley Rural Technology & Communication Program (RTCI) to achieve increased productivity, revenues and job growth. This project links to another submitted by San Joaquin Valley SBDCs.

Delivered through video conferencing: Reduced Green House Gasses (GHG); Reduced Vehicle Miles Traveled (VMT); Sharing with Resource Partners to reduce their costs for traveling to or from rural areas.

**Request:** \$391,846

### **F. 2 San Joaquin Valley Business Cluster Development and Marketing**

**Project Description:** An outreach program to local and national business to create more jobs in the San Joaquin Valley by enhancing business clusters: Agri-business, Renewable Energy, Manufacturing, Health and Medical, and Logistics. The Central California EDC will be at the center of the network of this outreach program, leveraging all eight counties in a unified marketing and business development program. The extremely high unemployment and regional underfunded economic development program makes this project vital to industry and job creation.

**Request:** \$329,000

### **F. 3 Small Business Development Center (SBDC) New Venture Program**

**Project Description:** Displaced workers interested in entrepreneurship over unemployment can be successfully served through the New Venture Program. The SBDCs are licensed and approved to offer

these classes. These programs can be offered exclusively for displaced workers or the general population. Delivered through Video Conferencing; Reduced Green House Gasses (GHG); Reduced Vehicle Miles Traveled (VMT); Sharing with Resource Partners to reduce their costs for traveling to or from rural areas.

**Request:** \$ 105,572

#### **F. 4 Small Business Development Center (SBDC) Business Training**

**Project Description:** Most small business owners know their craft well; this course will teach them about the business end of their craft. Many entrepreneurs want to take their business to the next level but lack the knowledge, skills and abilities to do so; this 12 week course is the answer to that dilemma. Classes are taught using the cohort method with group participants matriculating through all twelve sessions together. Delivered through Video Conferencing; Reduced Green House Gasses (GHG); Reduced Vehicle Miles Traveled (VMT); Sharing with Resource Partners to reduce their costs for traveling to or from rural areas.

**Request:** \$126,859

#### **Project G: UC Merced: Increasing Health Care Access by Expanding Telemedicine in the San Joaquin Valley**

##### **Increasing Health Care Access by Expanding Telemedicine in the San Joaquin Valley via UC Merced's Valley Telehealth Partnership (VTP)**

Telemedicine and eHealth present unique opportunities to increase access to health care in the San Joaquin Valley, particularly in rural regions where residents often experience difficulties in accessing high quality and/or specialized medical services. Through previous support from a Seed Grant from the San Joaquin Valley Partnership, and by leveraging resources from multiple organizations (California Emerging Technologies Fund and AT&T), UC Merced established six e-Health Centers spanning the San Joaquin Valley, from Stockton to Bakersfield. These eHealth Centers at clinics and rural hospitals for underserved populations provide opportunities to access specialists internal and external to the region and form the core of the Valley Telehealth Partnership (VTP). VTP stakeholders are committed to developing sustainable models for telemedicine in the Valley. The California Emerging Technologies Fund supported the development of a vision to create a Valley-wide telemedicine partnership. This vision, based on site assessment and data, prioritized sites in the Valley for telemedicine readiness based on a number of criteria. We are now poised to develop a second core of six telemedicine sites.

Timing to expand sites for telemedicine is advantageous. The vision and site assessments are completed, and the California Telehealth Network (CTN) - a FCC sponsored venture – is seeking to connect approximately one thousand healthcare sites throughout the state of California over the next 12 months for telemedicine applications. The CTN will include connections to dozens of new clinical sites in our region, but does NOT include any funding for telemedicine equipment, program development, employee training and/or support in the use of telemedicine at the connected sites – all of which are necessary aspects for successful development and use of telemedicine.

With California's financial crisis, it is very unlikely that clinics and rural hospitals in the San Joaquin Valley, which is amongst the hardest financially hit areas in the state, will be able to afford the capital investments needed to take advantage of newly formed connectivity. To ensure that telemedicine opportunities are not lost in our region, the core of stakeholders committed to telemedicine success for the underserved in the Valley must increase. UC Merced plans to continue to spearhead development of a sustainable telemedicine program in the Valley by and implementing an additional telemedicine sites to serve as eHealth Centers.

UC Merced's experience in establishing six flagship VTP clinical sites in the Valley has demonstrated that financing for new programs - including the costs of program development, training and staffing - are necessary for sustainable telemedicine success.

**Request:** The requested funding of \$250,000 would enable purchase of equipment for six additional sites, connectivity to CTN, and include staff training, staff salary assistance for the first year, and steady guidance with program development. This six site expansion effort would seamlessly combine with work already completed by UC Merced in the San Joaquin Valley by piggybacking on the original 6 VTP sites, further strengthening telemedicine capabilities for our rural and underserved populations. As UC Merced is familiar with the setting up of sites, this project should be deemed "shovel ready" in that it can easily be completed by the end of 2010 and will leverage resources provided by CETF, AT&T and the FCC-sponsored CTN.

## **Project H: West Hills Community College District: Rural Broadband Program**

### **Project Description:**

West Hills College will establish new Technology Learning Centers in five Westside communities. Staff will teach computer literacy, GED, pre-employment, entrepreneurial and other vocational skills and/or college classes.

High school literacy will be improved by internet access to Gen-Yes computer literacy programs and CA Bridge K16 internet-based high school literacy enrichment program. Generation YES Corporation will operate its GenYes and TechYes computer literacy for students and faculty programs at five area middle schools, and its GenYes program at one high school.

"Computers for Classrooms" will provide 1620 refurbished computers for rural residents without computers or access of which 120 will be donated to Technology Centers.

Project will affect all 32 of rural Fresno County Office of Education school districts, over 200,000 children and their families, by providing broadband internet access to all school districts and wireless access to the children's homes.

Additionally, the cities of Firebaugh, Mendota and San Joaquin will increase T-1 connectivity to the city administration building and wireless radio/node connection to available resident's homes.

### **Partners:**

Fresno County Office of Education; Kings County Office of Education, West Hills Community College District; Cities of Firebaugh, Mendota and San Joaquin; Firebaugh Community Technology Center; Westside Institute of Technology; Public Utilities Commission; CA Emerging Technology Fund

**Request:** \$7,845,572

## **Project I: Central California Green Job Corps**

**Overview:** The Merced County Department of Workforce Investment (WI) will apply for a grant through California Volunteers for the Central California Workforce Collaborative that includes Workforce Investment Boards in Mariposa, Madera, Kings, Merced, Tulare, Stanislaus, San Joaquin, Kern/Inyo/Mono and Fresno Counties. WI is the Administrative entity of the Merced County Workforce Investment Board. The Department has 30 years of experience administrating State and Federal Department of Labor grants. It is currently the lead in a \$1.8 million dollar federal grant supporting Licensed Vocational Nurse training. The partnership for this grant includes community colleges, and Workforce Investment Boards that cover Stanislaus, Merced and Madera counties.

**Request:** Applicant will apply for approximately \$1,000,000 to serve a minimum of 140 youth.

**Program Design:**

Target Population: Green Corps participants will be at-risk youth ages 16-24, depending on local needs, programs may choose to focus on a group within this age range.

**Education/Curriculum:**

Job Skills: MCDWI is proposing that job skills may be developed through classroom or site training or a combination of both.

Formal classroom/technical education: The proposal will include educational funds for each Local Workforce Area based on the number of youth served. Each county may contract with local community colleges or other educational entities to provide training.

Soft skills: Each area will provide soft skills training.

**Community Service:** All youth must participate in community service. Youth aged 16 through 18 will be required to participate a minimum of 20 hours. Youth aged 19-24 will be required to participate a minimum of 100 hours. The proposal is suggesting that participants return to the Outdoor School at least one weekend where they will work with the Sierra National Forest and CA Department of Forestry in a project or a weekend project in their local area. In addition, we are suggesting that each area adopt a local volunteer project. The proposal suggests that each area choose at least one public park in their jurisdiction to focus on a community project that would allow youth to use Green Job skills learned in their educational program as well as complete their community service.

**Current Partners:** Nine workforce investment boards in the regions are partnering on the project. They will enroll participating eligible youth from their area and provide stipends and supportive services for youth as matching funds. In each area they may provide additional training funds for educational services and project support and/or paid work experience sites.

Primary employer partner is proposed to be PG&E, and may provide additional training for the youth.

**Project J: Integrated Workforce Development Strategy for Regional Industry Clusters in the San Joaquin Valley**

**Lead Agency:** The California Partnership for the San Joaquin Valley

**Partners:** Fresno County Workforce Investment Board  
Kern County Workforce Investment Board  
Kings County Workforce Investment Board  
Madera County Workforce Investment Board  
Merced County Workforce Investment Board  
San Joaquin County Workforce Investment Board  
Stanislaus County Workforce Investment Board  
Stanislaus County Workforce Investment Board

**Request:** \$2 million from the ARRA WIA Discretionary funding to cover a two-year period (July 2009 - June 2011). Agencies will provide cash and in-kind matching.

**Background:**

In the 27,300-square-mile San Joaquin Valley (the Valley), the average annual unemployment dipped below double digits only one year in the quarter century from 1978 to 2003. In response to this condition

and several other conditions affecting quality of life in the Valley, Governor Schwarzenegger issued an executive order in June 2005 creating the *California Partnership for the San Joaquin Valley* (“The Partnership”). Its mission, as defined in the executive order, was to develop a “San Joaquin Valley Strategic Action Proposal that provides recommendations to improve the economic conditions of the San Joaquin Valley”. The Proposal was developed and presented to the Governor in October 2006. The governor has since issued two additional executive orders calling for implementation of the recommendations in the proposal.

One of the important recommendations in the Strategic Action Proposal was to align all region economic development efforts in support of target industry clusters chosen on the basis of their high job growth potential. These efforts began to show fruit when the Valley average unemployment fell below double-digits for three consecutive years beginning in 2006. However, the current recession, coupled with a severe drought, has caused the Valley’s jobless rate to soar once again, the most recent numbers showing an unemployment rate of about 17%, well above the state average numbers. A UC-Davis report issued in March 2009 predicts up to 80,000 lost jobs and between \$1.6 billion and \$2.2 billion in direct and indirect income loss as a result of the drought, affecting the diverse farming and ranching communities that grow 50 percent of the nation’s fruits, vegetables, nuts and dairy products. Unemployment here has a potential nationwide impact on our food supply.

It is noteworthy that even in these days when almost one of every five Valley residents are unemployed, there are jobs going wanting in the Valley because we have insufficient workers with the skills to meet job demands. The Workforce Investment Boards (WIB’s) throughout the Valley work diligently with the Partnership to address the Valley’s job creation needs, but they have been constrained by a couple of issues:

- Lack of resources: cutbacks in WIA funding have affected the capacity of the WIB’s. It is estimated that the **WIB’s are able to service only 5-10% of eligible applicants for service.**
- The WIB’s do not have jurisdiction over all the organizations that need to be engaged in the implementation of a fully integrated workforce development network.

The American Recovery and Reinvestment Act of 2009 (ARRA) provides an opportunity to bring some resources to bear on these two constraints. Formula funding going to the WIB’s will enable them to more effectively serve a larger pool of the eligible applicants.

This proposal requests support from State discretionary WIA funding to address the second constraint; specifically to enhance the ability of the Partnership and WIBs to effectively and efficiently get the best ROI for the Valley’s unemployed and to stimulate the regional economy. In this endeavor, the Partnership would act as a convener to bring all Valley stakeholders together to target industry clusters that show the most promise for future job growth regionwide.

### **Accelerating Integrated Workforce Development for Regional Industry Clusters in the San Joaquin Valley**

Industry clusters and labor pools do not align themselves along the borders of political jurisdictions. They are more a function of regional geography, climate, natural resources and history and culture, particularly as regards the clustering of innovation. Cities and counties don’t have isolated economies but are part of regional economies. Successful regional economies compete globally on the basis of innovation, technology, entrepreneurship, workforce skills and industry-specific productivity. Of these factors, a skilled workforce is most strongly correlated with growth in per capita income, productivity and growth. But California has no governance to address regional economies, so the aim of this proposal is to create a seamless, multi-government, multi-sector network focused on the development of a regional workforce built around targeted industry clusters with high-demand occupations in the Valley. It is our goal that this network will serve as a template that other regions can adopt and modify to suit their own needs and conditions.

Spurred in part by the Partnership, the creation of such a network in the Valley has been started. Indeed, according to a November 30, 2008 report issued by CSU Northridge for the California Workforce Association, the eight WIB's in the San Joaquin Valley have come together to form one of the two regions in the State with the highest density of effective relationships. Joint surveys have been done to determine high-demand occupations in the targeted industry clusters; a single website now connects employers and candidates throughout the Valley; a common job applicant assessment tool is now in use throughout the Valley. But there is much work to be done to fully integrate the work of the WIBs with the work of the economic development corporations and other business, industry and agriculture organizations; the educational institutions from K-12 through the community colleges and universities; local governments; state and national government; and the myriad other organizations, including CBO's, that all have an impact on the success of the targeted industry clusters.

This grant will serve to bring all these parties together to produce the following specific deliverables over a two-year period, with quarterly comprehensive progress reports.

**Deliverable # 1:**

A fully coordinated academic and training program, from high-schools through colleges and universities, which provides curriculum programs with the rigor and relevance needed to yield qualified trained employees with immediate value for the following industry clusters:

- Agribusiness, including Food Processing, Agricultural Technology and Biotechnology;
- Water Technology;
- Renewable Energy;
- Manufacturing; and
- Supply Chain Management and Logistics.

These clusters all have a strong connection to the heart of the regional economy, which is agribusiness. Water technology is crucial to the success of agribusiness; more than 20% of the energy consumed in California is used to move water; there is a significant intersection of agribusiness waste management, energy efficiency, air quality and carbon footprint; our manufacturing industry in the Valley is heavily oriented towards agribusiness and water markets; much of our supply chain and logistics business has been built up around agribusiness.

Partners:

- County WIB's
  - Fresno County Workforce Investment Board
  - Kern County Workforce Investment Board
  - Kings County Workforce Investment Board
  - Madera County Workforce Investment Board
  - Merced County Workforce Investment Board
  - San Joaquin County Workforce Investment Board
  - Stanislaus County Workforce Investment Board
- Partnership Economic Development Work Group, including EDC's, Chambers & Business Councils
- Partnership preK-12 Work group
- Partnership Higher Education and Workforce Development Group, including community colleges, CSU's and UC Merced
- San Joaquin Valley Clean Energy Organization
- Partnership Water Work Group
- Partnership Air Quality Work Group
- Representatives from the industry clusters.
- Partnership Secretariat

**Deliverable #2**

A workforce readiness program that addresses areas of significant deficiency in the San Joaquin Valley, specifically:

- English Language Learners Program
- Digital Literacy Program

The intent would be to connect the curriculum of both of these programs to subjects that are relevant to the targeted regional industry clusters.

Partners:

- All county WIBs
- Partnership PreK-12 Work group
- Central Valley Education Leadership Institute
- California Emerging Technology Fund
- Partnership Secretariat

### **Deliverable #3**

Ensure that the green economy and green workforce are part of this new regional occupational development in the San Joaquin Valley, consistent with the needs of agribusiness, the goals of AB 32, the air quality goals of the Partnership and the “energy independence” goals of the San Joaquin Valley Clean Energy Organization. This would set national model.

Partners:

- All county WIB’s
- San Joaquin Valley Clean Energy Organization
- Partnership Water Work Group
- Partnership Air Quality Work Group
- Representatives from the industry clusters
- Partnership Secretariat

### **Deliverable #4**

Establish a network throughout the 8-county region of business incubators and entrepreneurship development programs focused on the targeted regional industry clusters.

Partners:

- County WIB’s
- Lyles Center for Innovation and Entrepreneurship, CSU Fresno
- Partnership Economic Development Work Group, including EDC’s, Chambers & Business Councils
- Partnership Higher Education and Workforce Development Group, including community colleges, CSU’s and UC Merced
- Representatives from the industry clusters.
- Partnership Secretariat

## **Project K: Central California Workforce Collaborative High-Growth Industries**

**Project Description :** Central California Workforce Collaborative (CCWC) in support of the San Joaquin Valley Partnership (SJVP) will use these funds to target high-wage, high-growth industry sectors in Manufacturing, Agri-Business (including biotechnology), Healthcare, Supply Chain Management, Renewable Energy, Auto Technology, Information Systems, and Construction Trades to 1) develop a well-trained workforce that meets the needs of these industry sectors, and 2) connect qualified job seekers with the employers that are in need of their skills. across the 14 county region of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern, Inyo, Mono, Tuolumne, Mariposa, Calaveras, and Amador.

**Request:** \$1,300,000

## **Project L: Renewable Energy and Water Technology Environmental Permit Grant and Loan Program**

A major obstacle to providing opportunity for development of Energy and water technology businesses and industrial parks is the cost and length of the environmental process. If the majority of the process can be addressed prior to interest and a part of the certified sites program, the cost and time for the development would be reduced and there would be more certified sites available for economic development professionals and the State to market for future business. Cities and counties are strapped financially and cannot afford to have this work prepared in advance.

**Request:** We are proposing that the State create a funding of \$100 million to provide grants and/or loans (\$2 million maximum) to pay for the necessary work to attract clean renewable energy and Water technology businesses to regions within the state.

The Program would focus on streamlining the environmental and entitlement process in order to attract and “nest” clean, renewable energy and water technology companies in California. The Program would be open to a diverse set of stakeholders, including local and county agencies, state and federal regulatory agencies, private industry, universities, and public interest to create a foundational base of information that will propel new projects to completion quickly. Information will be developed and disseminated in multiple methods including formal documents complying with the National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), Clean Water Act, and state and federal endangered species acts. More specifically, the State in cooperation with local, regional, and state leads and responsible agencies will provide funding for programmatic-level EIRs (per CEQA) to analyze the direct, indirect, and cumulative effects of installing broad renewable energy and water technology developments within a designated area. Practical program-level mitigation measures will be described along with a description of, and stream-lined plan for, obtaining local, state, and federal permits. This approach will facilitate the entitlement process by clearly describing the regulatory environment and critical issues facing renewable energy and water technology companies seeking to develop projects in designated areas of California, and reduce the timelines and costs for entitling individual projects.

The CEQA Guidelines use the term “program” to mean a series of actions that can be characterized as one large project, and can be related in several ways: 1) geographically; 2) as logical parts in the chain of contemplated actions; 3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing or statutory authority and having generally similar environmental effects that can be mitigated in similar ways (CEQA Guidelines §15168, subd. (a)). A programmatic-level EIR will allow the designated entity to provide an analytical structure for more detailed site-specific analyses of future alternative energy projects through the adoption of performance standards and objectives that can be translated into site-specific mitigation measures when the individual projects are proposed. These subsequent analyses can incorporate by reference materials from the program EIR. CEQA documentation for the individual projects would only focus on new effects not considered in the programmatic document. This pre-work is anticipated to reduce entitlement schedules by 30 to 75%.

Through the initiation of comprehensive environmental reviews and preliminary entitlement procurement, in collaboration with the Counties as well as the rural, economically depressed cities, the State will be able to maximize existing transportation infrastructure and minimize negative impacts on regional assets and resources such as water and productive agricultural lands. Phase 1 of the Plan will include a section to identify obstacles in the permitting process and develop strategies to streamline the overall process.

## **Project M: Energy Independence and Security Act: Plug-in Electric Drive Vehicles**

**Program Description:** The San Joaquin Air Pollution Control District will seek funding through the ARRA (EISA) Energy Independence and Security Act program to obtain the following for the Valley region: (1) Plug-in electric drive vehicles

**Request:** \$10,000,000

**Project N: Central Valley Schools Partnership Program for Energy Conservation**

**Overview:** As part of San Joaquin Valley, Ceres Unified School District (CUSD) submits this proposal on behalf of five school districts in the Central Valley partnership on energy conservation. This project targets school districts served by the Turlock Irrigation District (the primary electrical provider), representing five separate districts in the Valley.

**Project Description:** This regional partnership program goal is to implement a comprehensive Renewable Energy and Energy Efficiency Project in collaboration with an experienced energy partner and industry leader that will allow us to produce approximately 70% of the electrical demand from renewable energy. The project will provide the following:

- Support from multiple organizations and agencies: San Joaquin Valley Air Pollution Control District, Turlock Irrigation District, each city agency of our partners including Ceres, Hilmar, Patterson, Hughson, and Newman-Crowslanding.
- Regional or Multijurisdictional: The project serves a region served by the Turlock Irrigation District (the primary electrical provider), representing five separate districts in the Valley.
- While the project is focused on energy, our partner, Turlock Irrigation District, is anticipating increased efficiency in their processes for the delivery of water to the area.
- Leveraging additional dollars: Our partners, Chevron Energy Solutions and the San Joaquin Valley Air Pollution Control District, are interested in assisting our program in leveraging additional dollars to support broader implementation of this program across the region.

With support of stimulus funding, this program is expected to deliver:

- Significant operational budget relief bringing dollars back into the classroom and save teacher jobs, approximately 8 teaching positions. This project will also generate approximately 60 new industry-related jobs.
- Start time: The project will be ready to start construction as early as July 1, 2009 employing local labor, taking 6-9 months to complete.

This Tier 1 project is well-aligned with the state's key criteria for a successful Regional Economic Recovery Work Plan by providing: 1) Immediate job growth; 2) Demonstrates environmental stewardship by providing "green" energy infrastructure that complies with AB 32 and SB 375; 3) Delivers long-term regional economic benefits as it exposes local contractors and the future workforce (students) to the growth industry; 4) expedites infrastructure delivery: Our industry partner has worked closely with the Dept of State Architect to secure a pre-check on the solar (PV) equipment to accelerate the construction schedule and get people to work sooner; 5) Creates small business participation with the employment of local contractors; 6) expedited permit review (prior to and during construction) with pre-check on the DSA solar installations submittals; 7) supports the growth of business and innovation; 8) enhances environmental quality with clean energy.

**Request:** \$44,000,000

**Project O: SJVCEO/Air District: Regional implementation of EECBG**

**Program Description:** Regional Implementation support for San Joaquin Valley Energy Efficiency/ Conservation Block Grants to Local Jurisdictions. The San Joaquin Valley Clean Energy Organization (SJVCEO) will partner with the San Joaquin Valley Air Pollution Control District (APCD) to administer grants to be awarded by the California Energy Commission and provide technical assistance to local jurisdictions. Technical assistance will include, but not limited to: a) providing baseline services, including an initial assessment, b) enhanced planning and support services, and c) designing and implementing programs and projects to carry out strategies.

Project will yield significant economic and air quality benefits.

**Request:** \$8,000,000

**Project P: SJVCEO/Air District: Regional Coordination of State Energy Program**

**Program Description:** Regional Coordination for the implementation of clean energy projects through the State Energy Program (SEP). The San Joaquin Valley Clean Energy Organization (SJVCEO) will partner with the San Joaquin Valley Air Pollution Control District (APCD) to select, administer and implement shovel-ready clean energy projects with funds awarded by the California Energy Commission through the SEP. A particular focus of this effort will be leverage funds to support these projects in underserved portions of the region.

Project will yield significant economic and air quality benefits.

**Request:** \$30,000,000

**Project Q: Diesel Emissions Reduction Act: Vehicle and Equipment Retrofit/Replacement**

**Program Description:** The San Joaquin Air Pollution Control District will seek funding through the ARRA (DERA) Diesel Emissions Reduction Act program for the following purposes throughout the Valley region: (1) School Bus - replacements & retrofits. (2) Off-Road Equipment - replacement, repower, and retrofit. (3) On-Road Heavy Duty Trucks- replacement and retrofit. (4) Agriculture Irrigation Pumps - replacement and repower. (5) Locomotive - replacement, repower and retrofit. (6) Emerging Diesel Technology - selective catalytic reduction (SCR). (7) Emerging Diesel Technology - potential technology partners.

**Request:** \$290,000,000

**Project R: Clean Cities Petroleum Reduction Technology Projects**

**Project Description:** The San Joaquin Valley Air Pollution Control District will seek funding through the Clean Cities Petroleum Reduction Technology Projects program. They will partner with project proponents and the San Joaquin Valley Clean Cities Coalition to: (1) Increase alternative fuel infrastructure (CNG/LNG), and (2) Increase alternative fueled vehicles - light, medium, and heavy-duty vehicles throughout the Valley.

**Request:** \$12 million

**Duration:** Two-year program