



California Partnership for the  
**San Joaquin Valley**

**FINAL**

**San Joaquin Valley Regional Economic Recovery Work Plan**  
**June 1, 2009**

**Mike Dozier, Lead Executive**  
Office of the Secretariat

**California State University, Fresno**  
**Office of Community and Economic Development**  
5010 N. Woodrow Ave., 2nd Floor, M/S WC 142  
Fresno, California 93740

559.294.6021 Office  
559.294.6024 Office Fax

[www.sjvpartnership.org](http://www.sjvpartnership.org)

## INTRODUCTION

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The California Business, Transportation and Housing Agency (BTH) requested that the California Partnership for the San Joaquin Valley (Partnership) prepare a Regional Economic Recovery Work Plan (Plan) for the San Joaquin Valley (Valley). The Plan covers the Valley's eight counties, which include all of Caltrans District 6 and a portion of District 10. The purpose of the Plan is to identify projects and programs that can be immediately initiated to maximize the impact of the funding provided by the American Recovery and Reinvestment Act of 2009 (ARRA). In accordance with BTH guidelines and requirements, the "Draft" Plan was prepared and submitted by April 1, 2009. The "Final" Plan is to be completed and submitted to Secretary Bonner by June 1, 2009. Following is a brief description of the Partnership, the Valley and its eight counties:

### California Partnership for the San Joaquin Valley

Governor Schwarzenegger established the California Partnership for the San Joaquin Valley in 2005 by an Executive Order, renewed in 2006 and again in 2008. The Partnership has brought together experts and leaders committed to sustainable economic development, environmental stewardship and human advocacy.

The Partnership is focused on the action of 10 work groups:

1. Advanced Communications Services and Information Technology
2. Air Quality
3. Economic Development
4. Energy
5. Health and Human Services
6. Higher Education and Workforce Development
7. Land Use, Housing and Agriculture
8. PreK-12 Education
9. Transportation
10. Water Quality, Supply and Reliability

The Partnership is the most comprehensive movement of civic leadership in the history of the Valley. Thousands of concerned stakeholders from business and industry, government, nonprofit and community sectors are involved in this effort. For the first time, public and private sectors from all eight counties are working together to find and implement solutions that will improve the quality of life for Valley residents

Members of the Partnership Board of Directors are appointed by Governor Schwarzenegger. The Partnership Board consists of eight state cabinet secretaries; eight local government officials; eight civic leaders; one representative each from the Federal Interagency Task Force for the Economic Development of the San Joaquin Valley (officially created by Executive Order of President Clinton in 2000, implemented by President Bush in 2002, and amended and reaffirmed by President Bush in 2004), Economic Strategy Panel, California Transportation Commission, California Air Resources Board, and California Workforce Investment Board; seven representatives of regional consortia; and three individuals with specialized experience and knowledge of Valley issues. Members of the state and Congressional Valley Delegation are ex-officio, nonvoting members of the board. The Partnership Board has laid the foundation by approving the Strategic Action Proposal, a 10-year plan of action items to improve the vitality of the region.

The Office of Community and Economic Development (OCED) at California State University, Fresno, is the appointed Secretariat, the lead coordinating agency, for the Partnership. The Partnership, because of its formation and activity in the Valley, is uniquely positioned to provide BTH this comprehensive Regional Economic Recovery Work Plan for the San Joaquin Valley within the expedited time lines requested.

## San Joaquin Valley

The San Joaquin Valley comprises eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, with 62 cities and more than 3.9 million residents. The Valley has a long history of contribution to the success of California. Although it is recognized worldwide as an agriculture powerhouse and is one of the fastest growing regions in the nation, it also is one of the most challenged in comparison to the rest of the state. Unemployment rates in the Valley continuously exceed state and national averages. Current unemployment rates range anywhere from 10 percent to 40 percent. All eight counties have experienced significant growth in their unemployment numbers during the last year.

The Valley has persistent problems of poverty, environmental degradation, and social separation, as evidenced by consistent underperformance compared to other regions in California.

- Average per capita incomes are 32.2 percent lower than the rest of the state
- College attendance is 50 percent below state average
- Violent crime is 24 percent higher than the rest of the state
- Access to health care is 31 percent lower than the rest of the state
- Air quality is among the worst in the nation

If the eight-county Valley were a state, it would have:

- A population greater than 23 states
- More revenues from agriculture than every other state
- Higher unemployment than every other state
- The lowest per capita income
- The highest percentage of people living below the poverty line
- Among the worst air quality in the nation
- The highest high school dropout rate in the union
- The highest usage of methamphetamine and intravenous drugs
- Fewer doctors per 100,000 population than every other state
- A higher growth rate than all but six other states
- Per capita funds to the Valley: federal is 30 percent below national average, 21 percent below state average

## Fresno County

As of the July 2008 U.S. Census estimates, the population was 802,123. The county seat is Fresno. Fresno County was formed in 1856 from parts of Mariposa, Merced and Tulare counties. According to the U.S. Census Bureau, the county has a total area of 6,017 square miles (15,585 km<sup>2</sup>), of which, 5,963 square miles (15,443 km<sup>2</sup>) of it is land and 55 square miles (142 km<sup>2</sup>) of it (0.91%) is water.

## Kern County

As of the July 2008 U.S. Census estimates, the population was 663,510. The county seat is Bakersfield. According to the U.S. Census Bureau, the county has a total area of 8,161 square miles (21,137 km<sup>2</sup>), of which, 8,141 square miles (21,085 km<sup>2</sup>) of it is land and 20 square miles (53 km<sup>2</sup>) of it (0.25%) is water. It is the third largest county by area in the contiguous United States.

## Kings County

As of the July 2008 U.S. Census estimates, the population was 129,776. The county seat is Hanford. Kings County was formed in 1893 from the western part of Tulare County. According to the U.S. Census Bureau, the county has a total area of 1,391 square miles (3,600 km<sup>2</sup>), of which 0.04% is water.

## Madera County

As of the July 2008 U.S. Census estimates, the population was 123,572. The county seat is Madera. The southernmost part of Yosemite National Park is located in the county's northeast. Madera County was formed in 1893 from parts of Fresno County. According to the U.S. Census Bureau, the county has a total area of 2,153 square miles (5,577 km<sup>2</sup>), of which, 2,136 square miles (5,532 km<sup>2</sup>) of it is land and 17 square miles (45 km<sup>2</sup>) of it is water. The total area is 0.81% water.

## Merced County

As of the July 2008 U.S. Census estimates, the population was 211,552. The county seat is Merced. The county is named after the Merced River. Merced County was formed in 1855 from parts of Mariposa County. Parts of its territory were given to Fresno County in 1856. According to the U.S. Census Bureau, the county has a total area of 1,972 square miles (5,107 km<sup>2</sup>), of which, 1,929 square miles (4,995 km<sup>2</sup>) of it is land and 43 square miles (112 km<sup>2</sup>) of it (2.19%) is water.

## San Joaquin County

As of the July 2008 U.S. Census estimates, the population was 672,388. The county seat is Stockton. San Joaquin County was one of the original counties of California, created in 1850 at the time of statehood. According to the U.S. Census Bureau, the county has a total area of 1,426 square miles (3,694 km<sup>2</sup>), of which, 1,399 square miles (3,624 km<sup>2</sup>) of it is land and 27 square miles (70 km<sup>2</sup>) of it (1.89%) is water.

## Stanislaus County

As of the July 2008 U.S. Census estimates, the population was 510,694. The county seat is Modesto. Stanislaus County was formed from part of Tuolumne County in 1854. The county is named for the Stanislaus River. According to the U.S. Census Bureau, the county has a total area of 1,515 square miles (3,923 km<sup>2</sup>), of which 1,494 square miles (3,869 km<sup>2</sup>) of it is land and 21 square miles (54 km<sup>2</sup>) of it (1.38%) is water.

## Tulare County

As of the July 2008 U.S. Census estimates, the population was 426,276. The county seat is Visalia. The county is named for Tulare Lake, once the largest freshwater lake west of the Great Lakes and now drained. Tulare County was formed from parts of Mariposa County in 1852.

## DRAFT WORK PLAN

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The Partnership Secretariat conducted several meetings with affected and eligible cities, counties and agencies throughout the Valley, requesting voluntary compliance in submitting projects for the "Draft" Plan. Projects were due to the Secretariat by Wednesday, March 18, 2009. The Secretariat activated seven work groups to assemble, review, and compile the projects based on the minimum criteria established by BTH. Projects need to: 1) leverage resources, 2) expedite infrastructure delivery, 3) support growth of business and innovation, 4) develop California's workforce, and 5) enhance environmental quality, where possible. The projects submitted were forwarded to the following work groups: Air Quality, Transportation, Workforce, Economic Development, Water, Energy, and Housing. Projects submitted but not fitting one of the seven work groups were reviewed by Secretariat staff and included in the Plan labeled as one of the aforementioned work groups or as Miscellaneous.

Projects are designated as Group A, Group B, Group C, which separates projects by timetable for beginning the work and type of project. Group A projects can be started within 120 days of the "Final" Plan submission date: June 1, 2009. Group B projects can begin within one to two years of the submission date of the "Final" Plan. Group C projects have various dates for initiation ranging from immediate to two years and address housing and small business projects and programs. There were more than 4,000 submittals, which was reduced, after eliminating redundancies, to **2,412 projects**, totaling **\$9.3 billion** in requested funding.

The Partnership's active work groups and excellent communication over the broad area of the Valley enabled the formation and completion of the "Draft" Plan within the timeframe requested by BTH of April 1, 2009. The Partnership takes pride in the working relationship with its work groups and the various entities eligible for ARRA funding. Completion of the "Draft" Plan was a collaborative effort by all who submitted projects, work groups who reviewed and assembled projects, and the Partnership Secretariat in preparing and forwarding the "Draft" Plan for BTH consideration.

## FINAL WORK PLAN

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On Thursday, April 30, Partnership staff met with BTH Secretary Dale Bonner and his staff as well as staff from these state agencies: Department of Food and Agriculture, Infrastructure Bank, General Services, Labor and Workforce Development, Housing and Community Development, and California Environmental Protection Agency. The purpose of the meeting was to discuss the San Joaquin Valley "Draft" Regional Economic Recovery Work Plan.

Secretary Bonner was impressed with, and gave high praise for, the participation and collaboration that the Valley showed in the "Draft" Plan; however, the number of projects made it difficult to identify specific

projects that BTH and other state agencies can use to advocate for stimulus funding. To that end, in addition to the project list provided in the "Draft," Secretary Bonner asked that projects are highlighted in the "Final" Plan which meet the following criteria:

- Projects that can begin construction within 120 days
- 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 leverage additional dollars other than public—BTH wants to attract investor interest

Secretary Bonner also asked that the Secretariat include discussion on projects that could take advantage of the \$8 billion appropriated for high-speed rail-related construction, and suggestions for streamlining the environmental permitting process.

To meet the Secretary Bonner's request, the Secretariat sent out emails to all those who submitted projects through the "Draft" Plan process requesting that they check the "Draft" list of projects for any errors or inadvertent omissions and report those additions or corrections. It also was requested that if one or more of the projects submitted met the criteria identified above, to please forward that project to the Secretariat office by May 15 and include the following information:

- Short description (no more than one page in length) of the project
- How the project meets one or more of the stated criteria above
- Number of jobs generated by the project
- Estimated start time of the project and duration of construction
- Estimated cost of the project

Partnership staff and BTH representative Nicole Parra held three public meetings (see below) to review the recommended highlighted projects for the "Final" Plan.

- Wednesday, May 20, Great Valley Center, Modesto
- Thursday, May 21, Council of Fresno County Governments, Fresno
- Friday, May 22, Kern Council of Governments, Bakersfield

After review and consideration by the Partnership work groups, the Secretariat, and the public, the following 26 projects/programs are highlighted in the "Final" Plan:

#### Transportation

Total Request: \$691,400,000

- A. SR-99 Widening Project
- B. SR-99 Business Plan Projects
- C. High-Speed Rail & Inter-City Rail

#### Infrastructure

Total Request: \$188,850,000-\$201,350,000

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

Economic Development

Total Request: \$41,053,277

- E. California Innovation Zone Program
- F. Small Business Development Programs (4)
- G. Certified Sites Program

Broadband

Total Request: \$8,195,572-\$8,445,572

- H. Increasing Health Care Access by Expanding Telemedicine – UC Merced
- I. Rural Broadband Program – West Hills Community College District
- J. Digital Connectors

Work Force Development

Total Request: \$4,300,000

- K. California Green Jobs Corps (Eight-County Workforce Investment Board Project to Access Funding)
- L. Integrated Workforce Development Strategy for Regional Industry Clusters in the San Joaquin Valley (California Partnership for the San Joaquin Valley Workforce Project)
- M. Central California Workforce Collaborative High-Growth Industries

Environmental Streamlining

Total Request: \$100,000,000

- N. Environmental Strategic Plan Program

Clean Energy

Total Request: \$61,900,000

- O. Central Valley Schools Partnership Program for Energy Conservation
- P. Southern Sierra Regional Collaborative: Renewable Energy Training and Technical Assistance Center

Water

Total Request: \$13,400,000-\$17,500,000

- Q. Arvin-Edison Water Storage District – Forrest Frick Pumping Plant Rehabilitation
- R. Deer Creek/Friant Kern Canal Basin Modification and Environmental Groundwater Banking Project
- S. Semitropic Water Storage District Poso Creek Detention Ponds and Upland Habitat Enhancement
- T. Poso Creek IRWMP Disadvantaged Community Engineering Design Fund
- U. North Fork Kings River Area Groundwater Recharge Project
- V. Clovis Intertie Project
- W. Angiola Water District Conjunctive Use Reservoir

Air Quality

Total Request: \$325,000,000

- X. SJVCEO/Air District – Regional Implementation of EECEBG
- Y. SJVCEO/Air District – Regional Coordination of State Energy Program
- Z. Diesel Emissions Reduction ACT Vehicle and Equipment Retrofit/Replacement
- AA. Clean Cities Petroleum Reduction Tech Project

## TRANSPORTATION

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### 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) Supplementary Discretionary Grants for a National Surface Transportation System program:

Convert 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 not only is in a trade corridor of national significance but has multijurisdictional consensus. Additionally, it would create hundreds of jobs, leverage non-federal sources of funding, and complete work within the three-year requirement.

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

### Project B: SR-99 Business Plan Projects

**Project Description:** Below is a list of SR-99 projects that would continue to implement the SR-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 SR-99 Business Plan is a regional benefit. Funding these projects also would further the \$850 million the Valley has received for SR-99 widening as part of Proposition 1B.

**Request: \$533,000,000 (total)**

County/City or County/County	Project	Cost
Fresno City of Fresno	Golden State Blvd Resurfacing, SR-99 to Ashlan	\$159,000
Fresno City of Fresno	Herndon Ave Widening, SR-99 to Weber	\$5,040,600
Fresno City of Fresno	Traffic Signal at Ventura & SR-99 NB Ramps	\$900,000
Fresno City of Fresno	Traffic Synchronization of Shaw Ave, SR-99 to SR-41	\$4,199,900
Fresno City of Kingsburg	SR-99 Southern Monument	\$500,000

County/City or County/County	Project	Cost
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 SR-99/ Pelandale Ave Interchange Reconstruction	\$58,998,000
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	\$85,000,000
Kern City of Bakersfield	Interchange Construction: SR-99 at Hosking Ave	\$28,000,000
Kern City of Delano	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 Wal-Mart 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 Kern County.	\$4,460,000
Madera City of Madera	4th Street - K street to Lake street - widen to four lanes - Reconstruct/Widen SR-99 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 SR-99	\$27,500,000
Madera County of Madera	Madera County Avenue 9 Construction from Highway 41 to SR-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
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 / SR-99 Interchange	\$45,000,000
Tulare City of Tulare	Tulare Bardsley Ave/SR-99 Interchange	\$1,000,000
Tulare City of Tulare	Tulare Paige Ave/SR-99 Interchange	\$45,000,000
Tulare City of Tulare	Tulare Tulare Ave (SR-137)/SR-99 Interchange	\$1,000,000
Tulare City of Tulare	Tulare Unfunded portion of Cartmill Ave/SR-99 Interchange (total cost is \$55M)	\$30,000,000
<b>TOTALS</b>		<b>\$532,774,500</b>

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

**Total Request: \$108,400,000**

### **Project Description:**

#### **High-Speed Rail:**

- Preparation of an EIR/EIS for the Sacramento to Merced High-Speed Rail/Inter-City/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 High-Speed Rail/Inter-City/Commuter Rail corridor.

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

- Preparation of an EIR/EIS for the Stockton to San Jose High-Speed Rail/Inter-City/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 High-Speed Rail/Inter-City/Commuter Rail corridor.

**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/Inter-City/Commuter Rail with a connection to the Altamont Pass High-Speed Rail corridor.

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

#### **Inter-City Rail:**

- Track, switch and signal changes to the current station track design at UPRR Control Point at SP083, El Pinal to allow for southbound inter-city 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 inter-city 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 inter-city 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**

## INFRASTRUCTURE

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

Total Request: \$188,850,000 (minimum)  
\$201,350,000 (maximum)

#### 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 ports 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 estimated to start three to six months from date of receipt of funds and will take two years to construct. Estimated jobs created: 340 direct, 375 indirect.

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 December 2009 and construction will last from six months to one year. Estimated jobs created: Phase 1 - 30 direct, 50 indirect.

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 U.S. 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 percent federal basis and 25 percent non-federal basis. The County and the Port have been providing the 25 percent non-federal share. A general reevaluation study and EIS/R has been under way since 2004. The project purpose is to deepen the Contra Costa County portion of the channel from 35 feet to 45 feet (approximately 25 nautical miles) and the Stockton Ship Channel from 35 feet to 40 feet (approximately 50 nautical miles). The California Transportation Commission, under Proposition 1B (TCIF), has designated a construction award of \$17.5 million toward 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.

Project has been ongoing since 2004; construction estimated to take five years; expected to start in 2012. Estimated jobs created: 180 direct, 200 indirect.

**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 California 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 six months to one year from receipt of funds; construction will take three years.

Estimated jobs created: 217 direct; 241 indirect.

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

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

**Project Description:** California's competitive advantage is its ability to inspire innovation and entrepreneurship. The California Innovation Zone Program (iZone) 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 to accelerate investment and economic development around research clusters. The Innovation Zones approach operates by a local collaborative made up of government entities, universities and nonprofit economic development organizations. Assets of Innovation 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 iZone, 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?

Innovation Zones are about collaboration and commercialization. California 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. Innovation Zones would be run by local collaboratives made up of universities, government entities and nonprofit economic development organizations. Enhanced financial incentives would be available to eligible technology based businesses locating in these zones. Companies within the Innovation Zones will benefit from enhanced partnership opportunities through the state, coordinated by the Business, Transportation and Housing Agency (BTH).

Each Innovation Zone 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 Innovation Zone 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 iZone

## Recommendation

It is recommended that iZone be established and coordinated through BTH, which serves as the state's lead economic development agency. Each iZone would operate independently through a local/regional nonprofit 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 BTH to oversee iZone. The suggested 15 members of the iAdvisory Committee should include:

- 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 Nonprofit Community
- Representation from an Incubator
- Representation from local government

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

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 nonprofit 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 iZone, it must be:

- Less than eight years old
- Doing business in the targeted industry clusters selected by the local collaborative. (e.g., Advanced Manufacturing, Life Sciences, Information Technology, Environmental or Renewable Energy)
- A participant in the iZone partnership

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

Nonprofit groups operating iZones 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 iZones. Additionally, incentives offered by redevelopment agencies, housing authorities, workforce investment boards, ROPS, and institutions of higher education would be combined with state and federal resources.

## **Project F: Small Business Development (SBDC) Programs (4)**

**Total Request:** \$953,277

### **F. 1. 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 and Communication Program (RTCI) to achieve increased productivity, revenues and job growth. This project links to another project 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. Central California Economic Development Corporation (CCEDC) 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. 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. 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 12 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. Certified Sites Program

**Project Description:** In virtually all cases, clients and prospects, when evaluating locations for investment and expansion, look for a site or building that is immediately available. Business leaders and location consultants nationwide recognize the "Certified Sites" designation as a mark of excellence. They know these pre-permitted sites will reduce constructions costs and development delays, saving time and money.

In 2007, the Central California Economic Development Corporation (CCEDC) received a grant through the Partnership to develop a "Certified Sites" Program. CCEDC worked with the Partnership's Energy Work Group and Land Use, Agriculture and Housing Work Group as well as industry cluster groups to identify and promote shovel-ready sites and buildings throughout the eight-county San Joaquin Valley region. Sponsors of these sites have worked cooperatively with state and local officials to get permits and approvals necessary for the site to be developed.

Proposed certified sites are evaluated and reviewed to ensure that they conform to the needs of particular industries and commercial interests, have secured appropriate approvals, and have access to required infrastructure in order to enable proponents who acquire the sites to commence the building process without delay.

CCEDC's Certified Sites Program offers:

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

**Request:** \$100,000 (Funding to create this project expired Dec. 31, 2008. CCEDC is seeking this additional amount to expand this program to incorporate and market additional shovel-ready sites in the region.)

## BROADBAND

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### **Project H: Increasing Health Care Access by Expanding Telemedicine – UC Merced**

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

**Project Description:** 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 eHealth 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. VTP is 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), an FCC-sponsored venture, is seeking to connect approximately one thousand health care 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 the Valley, 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: \$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 six 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.)

\*\*Stanislaus County requests that this project incorporate access to three additional sites in the rural west side Stanislaus and Merced Counties. With approximately 44,000 citizens, urgent care medical services and serious issues of medical isolation related to emergency care services continue to plague the quality of life in this large, rural landscape. Expansion would coordinate with the Del Puerto Health Center.

**\$500,000** (Total request is for **nine sites**, including six sites established through UC Merced)

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

**Project Description:** West Hills College will establish new Technology Learning Centers in five west side 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
- City of Firebaugh
- City of Mendota
- City of San Joaquin
- Firebaugh Community Technology Center
- Westside Institute of Technology
- California Public Utilities Commission
- California Emerging Technology Fund

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

**Project J: Digital Connectors**

**Project Description:** Technology and its benefits and opportunities are more often unavailable to rural community members. Few homes have computers and access to computers at schools, the library or other places is severely limited. Members of these communities have limited opportunities to learn technical skills further limiting their employment choices, including advancement in their current positions and educational opportunities.

Great Valley Center (GVC) knows how to use technology to improve the economic, educational, social and cultural opportunities in small communities. GVC has already experienced success in Pixley, a town of about 2,500 residents, where GVC created the Pixley Connect Program. This program trained teens and adults in how to use a computer and basic software. The program also trained young graduates to become Digital Connectors who provide technical support in the community including computer set up and troubleshooting. With the funding requested, GVC would like to expand this program to train more teens and adults to: access the internet, create and use email accounts and chat rooms safely, improve job skills, write a business plan, build a resume, look for work, use online banking, and participate in distance learning courses. GVC also would provide advanced classes in the use of power point, excel, and Microsoft Office Publisher. Technical support and assistance would be provided to other communities throughout the Valley in order to engage business leaders, community members and groups, train staff, create curriculum, increase awareness, and reduce the fears associated with technology. This effort would allow them to create their own community technology training centers further reducing the digital divide.

This program will increase college bound rates for 240 teens in rural, low-income areas of southern San Joaquin Valley.

**Request: \$100,000**

## WORKFORCE DEVELOPMENT

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

(Eight-county Workforce Investment Board Project to access funding)

**Overview:** The Merced County Department of Workforce Investment (MCDWI) 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. MCDWI is the administrative entity of the Merced County Workforce Investment Board. The department has 30 years of experience administrating state and federal departments 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.

### **Project Description:**

Target Population: Central California Green Job Corps participants (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 for a minimum of 20 hours. Youth aged 19-24 will be required to participate for a minimum of 100 hours. The proposal suggests that participants return to the Outdoor School at least one weekend where they will work with the Sierra National Forest and California Department of Forestry in a project or a weekend project in their local area. In addition, it is suggested that each area adopt a local volunteer project. The proposal suggests that each area choose at least one public park in its 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.

### **Partners: Eight County WIBs –**

- 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
- Tulare County Workforce Investment Board

WIBs 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.

PG&E is proposed primary employer partner and may provide additional training for the youth.

**Request:** \$1,000,000 (Applicant will apply for this approximate amount to serve a minimum of 140 youth)

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

**Lead Agency:**

California Partnership for the San Joaquin Valley

**Partners: Eight County WIBs –**

- 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
- Tulare County Workforce Investment Board

**Project Description:**

In the 27,300-square-mile San Joaquin Valley (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 (Partnership). Its mission, as defined in the executive order, was to develop a Strategic Action Proposal that provides recommendations to improve the economic conditions of the 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 Proposal was to align all regional 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 percent, 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.

Almost one in every five Valley residents is unemployed, yet there are available jobs in the Valley because of an insufficient workforce. Potential employees do not have the skills to meet job demands. The Workforce Investment Boards (WIBs) throughout the Valley work diligently with the Partnership to address the Valley's job creation needs, but they have been constrained by the following issues:

- Lack of resources—cutbacks in WIA funding have affected the capacity of the WIBs. It is estimated that the WIBs are able to serve only 5 percent to 10 percent of eligible applicants.
- The WIBs 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 WIBs will enable them to more effectively serve a larger pool of 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 return on investment 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.

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, multigovernment, multisector 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 California State University, Northridge, for the California Workforce Association, the eight WIBs 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 Web site 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 institutes of higher learning, 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
- 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 percent 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:**

- Eight County WIBs
- Partnership Economic Development Work Group, including EDCs, Chambers and Business Councils
- Partnership PreK-12 Work group
- Partnership Higher Education and Workforce Development Work Group, including community colleges, CSUs 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:**

- Eight 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:**

- Eight County WIBs
- 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 eight-county region of business incubators and entrepreneurship development programs focused on the targeted regional industry clusters.

#### **Partners:**

- Eight County WIBs
- Lyles Center for Innovation and Entrepreneurship, California State University, Fresno
- Partnership Economic Development Work Group, including EDCs, Chambers and Business Councils
- Partnership Higher Education and Workforce Development Work Group, including community colleges, CSUs and UC Merced
- Representatives from the industry clusters
- Partnership Secretariat

**Request:** \$2,000,000 (ARRA WIA discretionary funding for the two-year period July 2009 through June 2011; agencies will provide cash and in-kind matching)

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

**Project Description :** Central California Workforce Collaborative (CCWC) in support of the California Partnership for the San Joaquin Valley (Partnership) will use these funds to target high-wage, high-growth industry sectors in Manufacturing, Agri-Business (including biotechnology), Health Care, 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

## ENVIRONMENTAL STREAMLINING

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### **Project N: Environmental Strategic Plan Program**

#### 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.

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 time lines and costs for entitling individual projects.

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 percent to 75 percent.

Through the initiation of comprehensive environmental reviews and preliminary entitlement procurement, in collaboration with the counties as well as the rural, economically depressed cities, the 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.

**Request:** \$100,000,000 (Proposing the state create this funding amount to provide grants and/or loans [\$2,000,000 maximum] to pay for the necessary work to attract clean renewable energy and water technology businesses to regions within the state)

## CLEAN ENERGY

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### **Project O: 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 percent of the electrical demand from renewable energy.

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-Crows Landing.
- 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, program is expected to deliver:

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

Project is well-aligned with the state's key criteria for a successful Regional Economic Recovery Work Plan:

- Provides immediate job growth
- Demonstrates environmental stewardship by providing "green" energy infrastructure that complies with AB 32 and SB 375

- Delivers long-term regional economic benefits as it exposes local contractors and the future workforce (students) to the growth industry
- Expedites infrastructure delivery (our industry partner has worked closely with the Department of State Architect to secure a pre-check on the solar (PV) equipment to accelerate the construction schedule and get people to work sooner)
- Creates small business participation with employment of local contractors
- Provides expedited permit review (prior to and during construction) with pre-check on the DSA solar installation submittals
- Supports the growth of business and innovation
- Enhances environmental quality with clean energy

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

**Project P: Southern Sierra Regional Collaborative: Renewable Energy Training & Technical Assistance Center**

**Project Description:** The Southern Sierra Regional Collaborative (SSRC) proposes to establish Renewable Energy Training & Technical Assistance Centers in five key renewable energy locations. The project area contains five of the top twelve California Competitive Renewable Energy Zones (CREZ) and is considered the most important resource area in the entire state; accounting for nearly half of all new renewable energy development in California. The U.S. Dept of Energy 2009 analysis projects 400%-500% increase in renewable energy generating capacity over the next eleven years. The CPUC's RETI Renewable Energy Transmission Initiative estimates 70,000-90,000 new renewable energy jobs of which 11,000-14,000 are renewable energy technician jobs. Regional industry partners estimate 7,150 new technician jobs in the project service area not including expected workforce shrinkage due to retirements over the next ten years. This project graduates renewable energy technicians with urgently needed industry skills and competencies.

The Kern Community College District, the lead partner of the Southern Sierra Regional Collaborative (SSRC). Partners include: Bakersfield College, Cerro Coso Community College, Porterville College, Taft College, Kern Economic Development Corporation (KEDC), California Biomass Energy Association (CBEA), California Wind Energy Association (CalWEA), Covanta Delano; Eastern Kern Economic Alliance, Geothermal Resource Council; Independent Energy Producers Association (IEPA), Kern Wind Energy Association (KWEA), Mt. Poso Cogeneration; NextEra Energy Resources (previously Florida Power & Light (FPL), Oak Creek Systems; Solar Millennium, and Terra-Gen Power.

The Renewable Energy T&TACs Project meets key stimulus funding criteria:

- Start Date: July 1, 2009; 18-month project period
- Generates 306 construction jobs
- Provide service to an underserved multi-jurisdictional area
  - Cal Trans Zones 6 & 9: Kern, Southeastern Tulare, Inyo & Mono Counties

The Renewable Energy T&TAC project will:

- Develop & deliver Industry-Recognized Renewable Energy Training
  - Utility & commercial scale renewable energy production

- Solar photovoltaic, Solar Thermal, Geothermal, Biomass & Wind
- Renewable Energy Training and Technical Assistance Centers
  - Training: Bakersfield, California City, Tehachapi, Delano, Taft
  - Technical Assistance Center: Bakersfield (serves the entire project area)
- Focus on retraining unemployed workers
- Provide community and incumbent worker training
- Respond to and meet urgent industry need for trained workforce:
  - Provide trained workers over the next five years to meet projected workforce shortfalls for commercial and utility producers
  - Fill existing jobs and knowledge/competencies gaps
  - Graduate 192 students the first year; 500 students each year thereafter
- Provide Renewable Energy Training and Technical Assistance to
  - Oil production and refining, Ranchers, Farmers, Business and Home Owners
- Provide Technology Transfer to Commercial Renewable Energy Producers
- Self-sustaining in the third project year

**Request:** \$17,900,000 (two-year program expenses: \$4,700,000; equipment and facilities expense: \$12,500,000)

## WATER

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### **Project Q: Arvin-Edison Water Storage District – Forrest Frick Pumping Plant Rehabilitation**

**Project Description:** The Arvin-Edison WSD project involves both water and energy conservation for a water pumping facility rehabilitation project that involves a regionally integrated water district. Arvin-Edison WSD delivers water to customers ranging from local irrigation and drinking water customers to customers in Southern California including Metropolitan Water District through a conjunctive use groundwater bank.

Project duration is 15 months.

**Request:** \$8,200,000 to \$12,300,000

### **Project R: Deer Creek/Friant Kern Canal Basin Modification and Environmental Groundwater Banking Project**

**Project Description:** The Deer Creek project is part of the Deer Creek/Tule River Authority Integrated Regional Water Management Plan (IRWMP). IRWMPs by nature implement strategies that provide multiple benefits. This project increases groundwater recharge and the conserved water is part of a larger effort of local river system riparian corridor restoration. The specific component is construction of a recharge facility that also serves as a 76-acre wetland habitat for migrating water fowl and shorebirds.

Project duration is 12 months.

**Request:** \$200,000

**Project S: Semitropic Water Storage District Poso Creek Detention Ponds and Upland Habitat Enhancement**

**Project Description:** This project is part of the Poso Creek IRWMP. This project will restore retired agricultural lands to native upland habitat (alkali scrub – home to numerous endangered species; including but not limited to, blunt-nosed leopard lizards and kangaroo rats). The land will be used for natural sedimentation of Poso Creek flood flows prior to the introduction of the water into groundwater recharge pond. The technique maintains the viability and reduces the cost of maintenance of removing silt from the floor of recharge ponds. The project involves the native restoration of 320 acres and the distribution and delivery system capabilities needed to divert and re-divert the Poso Creek flood flows. The land has already been purchased.

Project duration is 12 months.

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

**Project T: Poso Creek IRWMP Disadvantaged Community Engineering Design Fund**

**Project Description:** The Poso Creek IRWMP region includes a number of disadvantaged communities (the cities of Delano, McFarland, Shafter and Wasco along with a number of unincorporated communities) that often cannot pull together sufficient resources to even make application for grants and loans for drinking water supply and wastewater disposal projects because the applications often require up-front investment in engineering studies. This project involves developing an engineering study revolving fund that can be used to complete such up-front work. The Poso Creek IRWMP has projects in their plan to improve groundwater and surface water supplies for the communities but the communities need the engineering design to apply for the grants and loans to take advantage of the IRWMP proposals.

Project duration is 24 months.

**Request: \$300,000**

**Project U: North Fork Kings River Area Groundwater Recharge Project**

**Project Description:** This project is also part of an IRWMP in the Upper Kings River Basin Forum. The project involves developing groundwater recharge ponds in a seriously over drafted portion of the Kings River groundwater basin. Improving the groundwater will improve local supplies for agricultural lands and small disadvantaged communities (Caruthers, Lanare, Laton, Riverdale and others) and reduce energy costs for pumping. The specific elements consist of construction of 2 recharge basins, an 83-acre site and a six-acre site.

Project duration is six months.

**Request: \$1,700,000**

## **Project V: Clovis Intertie Project**

**Project Description:** This project is another element of the Upper Kings River Forum IRWMP that involves improving the delivery capability of raw water supplies to the Clovis drinking water treatment facility. The Clovis facility serves a number of water users in the Cities of Clovis and Fresno as well as unincorporated areas. The project has the support of 19 public agency members of the forum and other local stakeholders in the Forum.

Project duration is six months.

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

## **Project W: Angiola Water District Conjunctive Use Reservoir**

**Project Description:** This large conjunctive use reservoir is designed to receive and store up to 20,000 acre-feet of flood water. Under certain scenarios, some of this flood water (from Kings, Kaweah, Tule, or Kern rivers) will qualify as a "new" regional water supply because, without a storage reservoir, much of the water flows unused up the North Fork Kings River and exacerbates Fresno Slough and San Joaquin River flooding in the vicinity of Mendota Pool. Once it arrives in this reservoir, flood water becomes a beneficial water supply that can serve irrigation and environmental water demands.

**Opportunities:** Thoughtful design of habitat features in this area can result in the single largest managed wetland footprint in the historic Tulare Lakebed (including consideration of a modest-sized permanent wetland). With some minor infrastructure work, this reservoir will improve the ability of SWP and CVP contractors located east of the reservoir to participate in banking and exchange programs which can help reduce regional ground water overdraft. There may also be opportunities to work with Tulare Lake Drainage District on neighboring lands to use some of their sub-surface agricultural drain water for beneficial uses on behalf of nesting and migratory shorebirds.

*Challenges:* Acquisition of funding for future inter-district infrastructure improvements that can be designed to deliver water to future ground water recharge sites being researched and planned to the east and southeast.

*Size:* 2,500 acres

*Partners:* Angiola Water District, TBWP, WCB, CSG, USFWS, CADF&G

**Request: \$15,000,000**

## **AIR QUALITY**

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### **Project X: SJVCEO/Air District: Regional Implementation of EECBG**

**Project Description:** Regional Implementation support for San Joaquin Valley Energy Efficiency/Conservation Block Grants to Local Jurisdictions. The San Joaquin Valley Clean Energy Organization (SJVCEO) and the San Joaquin Valley Air Pollution Control District (Air District) propose to lead a team

effort to develop and deliver energy efficiency services in the residential and nonresidential (commercial and municipal) sector to cities with populations under 35,000 across the San Joaquin Valley.

The goal of this effort will be to enable small jurisdictions to receive needed energy efficiency services from credible and respected organizations to meet their needs and capture opportunities in their communities without administrative burden. The primary premise is simple: by leveraging resources from the Air District, utilities, and others, SJVCEO/Air District will be able to provide participating jurisdictions access to greater resources by working through us than if they were to apply to the California Energy Commission (CEC) for direct energy efficiency and conservation (EECBG) funding (currently proposed at \$7 per capita for participating jurisdictions). SJVCEO/Air District would develop these services in bundles based on best practice experiences to date and offer these bundles of services to small jurisdictions with a particular focus on underserved, economically distressed, air quality-challenged portions of the region.

SJVCEO/Air District will form the Project Team, develop a suite of offerings, and recruit jurisdictions, and obtain permission to represent them through the EECBG grant program administered through the CEC. SJVCEO/Air District will work closely with PG&E, Southern California Edison, and Southern California Gas Company to leverage resources and support, particularly through their local government partnership programs. SJVCEO/Air District will then coordinate the delivery of these bundled energy efficiency services through a team of contractors, maximizing use of Valley-based labor for this work.

Project will yield significant energy, economic and air quality benefits.

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

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

**Project Description:** Regional Coordination for the implementation of clean energy projects through the State Energy Program (SEP). The San Joaquin Valley Clean Energy Organization (SJVCEO) and the San Joaquin Valley Air Pollution Control District (Air District) propose to lead a team effort to identify and select a large and diverse mix of shovel-ready clean energy projects across the region meeting the criteria established by the California Energy Commission (CEC) for funding projects through the State Energy Program. The final criteria for selecting these projects would be developed by the Project Team and approved by the CEC.

A special focus of this effort will be to locate projects in underserved, economically distressed, air quality-challenged portions of the region. The shovel-ready project list compiled through the California Partnership for the San Joaquin Valley will be the starting point for this effort. SJVCEO/Air District will seek out additional projects across the region consistent with the criteria approved by the CEC. SJVCEO/Air District will seek out viable projects not eligible for funding from other sources.

A major focus of this effort will be to work closely with PG&E, Southern California Edison, and Southern California Gas Company to identify additional shovel ready projects in their service territories and leverage resources and support, particularly through their local government partnership programs. SJVCEO/Air District will then coordinate the delivery of energy efficiency services to fully implement these projects through a team of contractors, seeking to maximize use of Valley-based labor for this work.

Project will yield significant energy, economic and air quality benefits.

**Request: \$20,000,000**

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

**Project Description:** The San Joaquin Air Pollution Control District (Air District) will seek funding through the American Recovery and Reinvestment Act (ARRA) Diesel Emissions Reduction Act (DERA) program for the following purposes throughout the Valley region:

- School Buses - replacements and retrofits
- Off-Road Equipment - replacement, repower, and retrofit
- On-Road Heavy Duty Trucks- replacement and retrofit
- Agriculture Irrigation Pumps - replacement and repower
- Locomotives - replacement, repower and retrofit
- Emerging Diesel Technology - selective catalytic reduction (SCR)
- Emerging Diesel Technology - potential technology partners

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

### **Project AA: 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:

- Increase alternative fuel infrastructure (CNG/LNG)
- Increase alternative fueled vehicles - light, medium, and heavy-duty vehicles throughout the Valley

Project duration is two years.

**Request: \$12,000,000**