



Board of Directors Meeting

Friday, December 3, 2010

10am to 3pm

Madera Golf Course
23200 Avenue 17, Madera, CA 93637
(559) 675-3504

Meeting Minutes

I. Convene Meeting and Introductory Remarks

The meeting was called to order at 10:11AM by Chair Bradshaw who welcomed and introduced Tom Wheeler, Chair of the Madera County Board of Supervisors. Mr. Wheeler welcomed the Board and audience and thanked the Partnership for coming to Madera County. Mr. Wheeler introduced and thanked the sponsors of the Valley Constituents dinner last night and today's meeting: Central Valley Independent Network (Mitch Drake, Kirby Smith, and David Douglas), Gill Ranch Storage (Charlie Stinson) and Stinson Associates (Craig Stinson).

Members present: James Aleru, Vickie Bradshaw, Sid Craighead, DeeDee D'Adamo, Frank Gornick, Corwin Harper, Brent Jamison, Mike Navarro, Mike Nelson, Pete Parra, Paul Saldana, Ted Smalley, Ashley Swearingin, Pete Weber, Greg Woodard.

II. Self-Introductions

Members of the Board introduced themselves after which Secretary Bradshaw noted that this is the last Partnership meeting of this state Administration. After relating a brief history of the development and successes of the Partnership, Secretary Bradshaw thanked the Board members; present, past and future, the work groups, and the public supporters who made and will continue to make the Partnership and its accomplishments a reality.

III. Public Remarks

Paul Johnson (SJVCEO) formally thanked the Partnership Board and Congressman Costa's office for support of SJVCEO in working with the California Energy Commission (CEC) to secure certain pre-award funds for the costs to bring 36 block grants to the Valley. This success allows the SJVCEO to address a current cash flow problem and to bring \$4 million to very needy sections of the Valley.

IV. Review and Approval of the Minutes

Mr. Craighead moved to approve the minutes as provided, was seconded by Mr. Parra and the minutes were approved.

V. Status of Appointments

Chair Bradshaw advised that all recommendations for membership have been put forward to the Governor's office for appointment to the Partnership Board where there are about 1000 appointments pending. With a reminder that the Schwarzenegger administration is in the process of handing off the baton to the new administration, Chair Bradshaw reminded the Board that of necessity, the sole focus of the incoming Brown administration will be the \$25 million budget shortfall and the budget that must be submitted by January 8, 2011.

Chair Bradshaw noted that several members are transitioning off the Board and noted the Partnership's desire to recognize their vision, service and energy. Windows on the Past; Early Valley Treasures As Seen through the Lens of "Pop" Laval for each outgoing member has been inscribed by current Chair Bradshaw and former Chair Chrisman; personal presentations were made to outgoing Board members present: Mr. Craighead, Dr. Gornick, Supervisor Nelson and Ms. Salazar.

Dr. Gornick recalled an early effort working with Ms. Swearingin to secure a large grant to support the vision that would ultimately become the Partnership. The grant application was not successful but the enthusiasm and energy in support of that effort led to what successfully became the California Partnership for the San Joaquin Valley.

Ms. Salazar thanked Governor Schwarzenegger for his vision and support of the Partnership and of the San Joaquin Valley. Ms. Salazar noted her strong recommendation to the Partnership, through its Higher Education work group, to support Career Technical Education for young people in order to give them a direction, employment and a future.

VI. High Speed Rail Update

Ms. Bowen of the California High Speed Rail Authority (Authority)¹ opened her update with the comment that it is clear the San Joaquin Valley (Valley) is passionate about High Speed Rail (HSR), noting the coinage of a new colloquial term: FIMBY (First in My Back Yard), a tip of the hat to those who are anxious to bring high speed rail to the Valley and specifically to their areas of interest. Clarifying some misunderstanding on the assertion by detractors that the first segments do not connect anywhere, Ms. Bowen noted that there is a general lack of understanding of the concept of Independent Utility, a requirement to secure Federal funds. The plan as outlined intends for the segments built to be able to support use by another inter-city passenger rail service if, after this round of construction, there is never any more funding for HSR.

Preferred alignments for the Merced-Fresno and Fresno-Bakersfield segments will be announced in mid-2011. Those recommendations will have no impact on the location of the Heavy Maintenance Facility which is being considered separately.

The Inspector General has reviewed the progress of recommended improvements at the Authority and indicates the changes and fixes have saved about \$2.6 million by implementing new contracts. Authority staff is still limited but continues to make progress on the projects.

The Altamont preliminary alternatives analysis will be presented in January or February, 2011; the next public meeting regarding the Altamont corridor is December 8, 2010. Conceptual engineering on the Sacramento to Merced segment is ongoing now.

The Federal Railroad Administration (FRA) has been extremely cooperative and helpful, even to working extended hours to meet the Authority's schedule, leading Ms. Bowen to believe the Authority is in good shape for the Merced-Fresno and Fresno-Bakersfield segments. Using the analogies of the Golden Gate Bridge project ("it'll never be built"), Western Union ("too many deficiencies in the telephone to be a viable competitor to telegrams"), and the Digital Equipment Corporation, whose president, in 1977, said there's no reason for anyone to have a computer in their home; Ms. Bowen noted the progress to date on this, another project thought to have been only a pipe dream.

Mr. Craighead commented that there is a great challenge in Kings County due to HSR wanting to take some of the limited prime agricultural land while Corcoran wants the tracks farther away. Mr. Craighead noted that, "... everyone wants it somewhere else, preferably not in Kings County".

Chair Bradshaw interjected that local interests need to look at not only the cost of getting it; they must also look at the cost of not getting it. China, Japan and Korea have had HSR for 40 years; by road from the airport to Shanghai took 80 minutes; by HSR the journey was only 7 minutes.

Mr. Weber noted to Ms. Bowen that the comparison of cost to implement an equivalent passenger air capacity (lane miles/runways) is significantly higher than implementation of HSR.

Supervisor Nelson commented that although he was advocating for the Merced-Fresno segment, what is most significant is that working together all the counties will benefit greatly regardless of which segment is first.

¹ <http://www.cahighspeedrail.ca.gov/>

Ms. Bowen also noted that the Authority is looking to extend station funding to Merced and Bakersfield.

Mr. Harper stated his appreciation of the work that has happened and is continuing and suggested taking a step back in order to come up with an explanation and description of how HSR can create excellent jobs, change our educational system and create multiple businesses.

Dr. Gornick observed that one of the problems in California is we have historically put our money on either the red or the black when we need to actually put our money on both. Population growth will continue with its attendant issues of water, transportation and air quality; the state population was 23 million during the first Jerry Brown administration, is now at 38 million; by 2020 we will be 50 million.

VII. Transportation for America

Shannon Tracey introduced herself as a field director with Transportation for America, a national coalition working to promote Federal level transportation reform.²

Only 51% of the US road infrastructure is in reasonable shape; there are many impacts to transportation and by transportation that can and should be impacted (air quality, childhood obesity, auto safety). T4 America wants to ensure transportation tax dollars are being spent wisely and want to influence Federal policy to include funding to extend HSR and improve other transportation alternatives across the country (especially here in the San Joaquin Valley). Ms. Tracey specifically asked that the Board agree to one of two options: 1) Endorse the Transportation for America policy platform and agree to partnership in the Transportation for America coalition; or, 2) Allow Partnership staff to coordinate with Transportation for America on policy priorities that support the Partnership's Strategic Action Proposal.

Mr. Saldana expressed appreciation for T4 America's recognition of Valley-specific issues. Having dealt with trying to preserve freight rail in the Valley, Mr. Saldana noted that T4 America's proposal focuses on networks, investments and systems and suggested including the impact of regulation. The Surface Transportation Board (STB) was set up to protect the railroads, not the communities, and that policy needs to be addressed with Transportation funding. Mr. Saldana encouraged Ms. Tracey to take that issue back and focus on some of the regulation issues.

Mr. Smalley interjected it is very positive to hear about T4 America's efforts; in an area that is always looking for ways to improve transportation,

Mr. Parra suggested including Mr. Saldana's comments in any motion put forth to the Board. Although he supports the program as described, Mr. Parra would like to include the issue of regulation as described in the platform.

Mr. Weber suggested two options: 1) the Board endorse the policy as presented, or 2) allow Secretariat Staff to coordinate with T4A to address specifics and then lead to option 1 at a future Board meeting.

Mr. Weber moved that Secretariat staff coordinate with T4A on policy priorities with a request that the Partnership Transportation work group return with their recommendations on the subject of endorsements. Mr. Saldana seconded and the motion was passed.

VIII. Madera County Roundtable

Group 1 - Charlie Stinson (Gill Ranch Storage) and Craig Stinson (Stinson Consulting)

Working in depleted natural gas fields, this partnership puts the infrastructure in place for storage of gas which can be retrieved to meet customer demand.

Recounting his experience coming from Oregon to do business in California, Mr. Charlie Stinson had three recommendations for agencies and municipalities: 1) make clear the regulations and requirements; 2) do a fair application of those regulations and, 3) agencies adhere to their own timelines and schedules.

² <http://t4america.org/>

From his work in Oregon Mr. Stinson commented that people view California as a tough place to do business due to environmental requirements but no more difficult than dealing with the overlap and sometimes contradictory State versus Federal requirements for protected species. A number of agencies were great to work with; CalTrans, and the Madera County Air Quality Board were very supportive and responsive.

Mr. Craig Stinson attributed the success of the project to a philosophy and practice of keeping everyone informed of every step of the project; well in advance they contacted the cities and counties to coordinate and inform them of the project activities. The construction resulted in both long- and short-term positive economic impact for the cities where the work was done (meals, lodging, retail, etc.).

Mr. Weber inquired as to how Oregon handles situations of overlap or duplication of requirements. Mr. Stinson replied that Oregon has an umbrella agency to accept applications; that agency incorporates the requirements from the relevant cities and agencies making it a one-stop shop for state level requirements. Federal requirements must still be addressed separately.

Mr. Weber asked Mr. Chrisman if a similar kind of one-stop shop had been considered in California. Mr. Chrisman confirmed the idea has been considered many times but has not been practical. Ms. Bradshaw interjected that many of the limitations are due to segmented regulatory and statutory entities.

Mr. Charlie Stinson commented that the Oregon agency was designed to facilitate linear projects that extend across boundaries. Mr. Craig Stinson also noted that in California there were times there seemed resistance in terms of furlough Fridays being used as an excuse to not get work done.

Ms. D'Adamo interjected that work has been ongoing on the Endangered Species Act (ESA) since Congressman Cardoza came into office. There have been many opportunities to modify the regulatory process and to preserve species; the challenge is that in the absence of a broad coalition a vote to amend the ESA to make it better for both it's hard to get done.

Mr. Chrisman commented that the Department of Forestry & Fire Prevention had worked with collateral departments to develop a more streamlined process that worked the system without violating any laws. Ms. Bradshaw noted that the Governor's Office for Economic Development (GoED) was created to eliminate similar impediments in economic development and it has been significantly successful.

Group 2 - David Douglas, Kirby Smith (CVIN)³

Mr. Douglas and Mr. Smith provided an introduction to Central Valley Independent Network (CVIN) and an update on the Central Valley Next Generation Broadband Infrastructure Project (Project) which received \$46.6 million in ARRA funding.

CVIN was formed in 1995 with eight member independent, rural telephone companies. Many are family owned and operated, some are over 100 years old, but most of whom are state-of-the-art. These companies tend to be entrepreneurial, very nimble and experienced in the deployment of new technologies.

The **Central Valley Next Generation Broadband Infrastructure Project** is a middle mile infrastructure project that will interconnect 18 counties and link them to CENIC's statewide backbone and thus to the internet. Of the Comprehensive Community Infrastructure (CCI) applications submitted to the NTIA, four could complement this project but this project is not dependent on any of them.

The four CCI projects focus on providing wireless infrastructure in specific counties: #4464 (Amador, Alpine, Calaveras and Tuolumne), #6145 (Nevada), #6078 (San Joaquin), and #7160 (Mother Lode); each could provide connectivity between individual schools, health care facilities, businesses, and residences in these counties and our middle mile infrastructure.

The implementation plan for the Project estimates completion within 30 months of the award with hopes to start construction no later than 2nd quarter of 2011. As segments of the infrastructure are completed,

³ www.cvin.com/

services will be offered. Covering 18 counties and 1400 miles, the Project must be completed by mid-2013; the environmental assessment is chewing up lots of time. NTIA and the California Public Utilities Commission (CPUC) are committed to help make this happen but it's going to be close. build middle mile (and a small bit of last mile) network fiber off that backbone to serve rural California, reaching unserved and underserved areas. In the South valley the Project will also provide a small piece of last mile connectivity.

Mr. Douglas and Mr. Smith described the process of applying for grant funds under The National Telecommunications and Information Administration (NTIA) 2nd round funding for middle mile and anchor institutions. Letters of support from Partnership and other constituent organizations were accompanied by a letter of focus projects from the Gov's office and helped influence the funding decision.

CVIN/CENIC continues to engage the Northern Planning Area of California (NPAC) and the Central Planning Area of California (CPAC) groups, under California's Statewide Interoperability Executive Committee (CalSIEC), in developing an Emergency Services Network that can utilize this infrastructure and the CENIC statewide backbone to interconnect the 80-plus Public Safety Answering Points located throughout the region. CVIN/CENIC also will continue conversations with the State Office of Emergency Services about their role in establishing a statewide Emergency Services Network.

Ms. Swearingin noted that she is somewhat familiar with this effort. From her time at Fresno State Ms. Swearingin remembers working with CENIC and knows the connectivity is already there. Ms. Swearingin inquired as whether this project is simply enhancing and expanding the existing capability and the answer was yes.

From the CVIN website:

CENIC (The Corporation for Education Network Initiatives in California), together with its private sector partner CVIN (The Central Valley Independent Network, LLC), have put together a project plan designed to improve the availability of broadband networking infrastructure for 18 counties within the California Central Valley area. These counties are: Amador, Calaveras, Colusa, El Dorado, Fresno, Kings, Kern, Mariposa, Merced, Madera, Nevada, Placer, Tuolumne, Tulare, San Joaquin, Stanislaus, Sutter and Yuba

*An application, the **Central Valley Next Generation Broadband Infrastructure Project**, was submitted to the NTIA (The National Telecommunications and Information Administration) on **March 26, 2010** for ARRA stimulus funds to launch this project.*

We believe the implementation of this robust network infrastructure can dramatically change the ways citizens in these 18 counties learn, work and live together. The funding of the application will also, in the short term, create jobs associated with network deployment and contribute to economic growth in the longer term.

In response to Mr. Weber's question about the size of the grant, Mr. Douglas responded that \$46.6 million is from NTIA (70% Fed); a State grant (10% matching) and 6.6% from the PUC. The remaining 20% is matching provided by CVIN companies for an overall project total of \$66.6 million.

Mr. Weber commented that Ms. McPeak has long been a proponent of using CalTrans rights of way for infrastructure projects; he is glad to hear CalTrans is being cooperative. Mr. Weber recommended to Mr. Douglas and Mr. Smith that if they run into problems with CalTrans or other agencies to bring it to the attention of the Partnership which may be able to help.

Mr. Saldana commented that the Partnership Strategic Action Proposal (SAP) calls for facilitation of advancement and deployment of communications across the region; this project is clearly an integral part of attaining that goal.

Mr. Harper asked if the environmental challenges are forcing movement to other areas. Mr. Douglas responded that if there is an area that has great obstacles, the project does have the flexibility to re-route the path around the problematic area.

Parra asked what happens if the project doesn't meet the construction timeline. Mr. Douglas responded that the NTIA does not want this project to fail and have already agreed to compromises. Given the NTIA's formal extension request processes CVIN expects to be able to get the project completed.

Mr. Parra noted there is talk in DC about rescissions and asked if that is a concern. Mr. Smith responded in the affirmative; it is a concern but CVIN is hoping to circumvent any cut. They have already had an opportunity to draw down funds for the pre-application phase to demonstrate their readiness to proceed.

IX. Housing Update

Darryl Rutherford, Felicity Lyons, Jeff Schrager

Ms. Lyons opened the housing update with the announcement that since the Partnership Board meeting in Tulare there has been a dramatic increase the depth and breadth of collaboration across the Valley to address the housing crisis. This collaboration is happening not only at the inter-governmental level but across industry, public sector, faith based, state, local and Federal government groups.

At the recent California Coalition for Rural Housing (CCRH) day-long foreclosure summit in Fresno, representatives from across the Valley assembled to develop a very aggressive and comprehensive plan to address the foreclosure issues across the Valley in the following areas:

- Remediate unfair practices
- Bankruptcy impact on foreclosure options
- Funding for housing counseling and legal services
- Post foreclosure support
- Prevention
- Foreclosure prevention
- Foreclosure recovery

Now in the fourth year of the foreclosure crisis in the Valley there are new buyers entering the market and some who are able to buy again. In an effort to forestall future crisis conditions there is a great deal of cross-agency collaboration to address legal issues relating to fraud, procedures for collecting, reporting and tracking these issues.

The Department of Housing and Urban Development (HUD) is making tremendous efforts to expand its consumer financial counseling and publicize its free loan modification support services. HUD, the Federal Reserve Bank and CCRH have realized the need for cross-agency collaboration and support as they address common issues across communities.

The Partnership provided a letter of support for the Cal HFA Grant ("hardest hit fund") which awarded \$2 billion, some of which is filtering down to housing agencies. HUD is doing what they can to increase resources and services in the Valley for foreclosure prevention through a large increase in housing counseling services. \$88 million has been allocated nationwide to support the expansion of HUD approved assistance agencies. Neighborhood stabilization funds are being used; anyone who buys a home renovated by stabilization funds is required to successfully complete housing counseling.

Mr. Rutherford stated that six weeks ago the Federal Reserve Bank and FDIC Foreclosure Summit focused on foreclosure prevention and loan modification. The group concluded that foreclosure prevention is out of their hands; lenders foreclose because it is in their best interests. Loan modifications are expensive and not as lucrative for lenders. Foreclosure prevention requires paying lenders or mortgagors a lot of money or lenders have to be somehow forced to modify. Programs and endeavors that will stabilize the neighborhood are where the focus must be; research indicates the success is greatly tied to Loan to Value (LTV). Not everyone can be saved but some can and they need some kind of soft landing. Mr. Rutherford confirmed that from now on the Federal Reserve Bank is going to focus its efforts on foreclosure recovery.

Mr. Schragger introduced himself as president of the No Homeowner Left Behind Foundation and offered the following comments.

The good news is in Fresno we've been collaborating; education is being done pre-purchase and counseling delivered post-purchase. The bad news is the housing crisis as far from over; it started with sub-prime mortgages and then went to equity impact and now strategic default.

When the foreclosure happens, the problem doesn't go away; the community and homeowner pay the price after the foreclosure. Whenever possible we should help people keep their homes if they can; if they can't, let's help them recover and keep our communities intact through comprehensive programs such as Making Home Affordable⁴ and Keep Your Home California⁵.

Mr. Schragger recommended development of a second lien incentive program which would include an incentive for the borrower to want to keep the home and an incentive for the lender to sustain the loan. Federal and State entities are trying to help in what is a national disaster; unfortunately their response is a somewhat vertical national disaster response. Through regional and cross-agency collaboration there are more effective ways to take the programs out to the people and make them work better. Mr. Schragger also noted the importance of being realistic about what can be done to help people keep their homes, help them, and then help those who can't keep their homes to recover.

Ms. Swearingin interjected that Mr. Schragger's update prompts a desire to better understand how the Partnership and the agencies can make an impact. Ms. Swearingin noted she has been hearing for years about the No Homeowner Left Behind project and stated that Mr. Schragger deserves congratulation and appreciation for what he is doing. Concluding with the observation that agencies are often great at coming together and collaborating but they are really, really bad at communicating, Ms. Swearingin asked Mr. Schragger for some specific actions that should be done to help.

Mr. Schragger responded that outreach is not the challenge; it is the limited staff of counselor resources, a pipeline issue. The different ethnic communities are reachable through different media and are able to reach the people, but we need there is insufficient resolution resource.

In response to Ms. Swearingin's query about the size of the shortfall Mr. Schragger stated that all the agencies are extremely understaffed and underfunded but there are no specific numbers available.

Ms. Lyons interjected that 23 agencies exist but not all received funding and there is not necessarily a perfect remedy for everyone. Homeowners need to know there is help available and where to get it. Ms. Lyons further commented that HUD needs to do more to help the various agencies get funded, and help the agencies get staffed.

Ms. D'Adamo asked about programs available for principal buy-down; Mr. Schragger responded that Making Home Affordable provides for some incentives to lenders as well as a Cal HFA mortgage buy-down.

Ms. D'Adamo then asked what percentage of home loans in the Valley are negative loan to value (LTV) versus loans that need to be modified so the homeowner can afford the payment. Mr. Schragger responded that most loans are at 150% LTV and most programs are geared to 115% LTV.

Mr. Rutherford, responding to Ms. D'Adamo's question stated that most statistics are aggregated at the county level but he will see what the researchers can come up with. Ms. D'Adamo expressed interest in seeing that statistics by county of all those in danger of foreclosure as well as the segments of negative equity. Ms. Golick noted that most of the Valley is at LTV above levels (at least 125%) for which they qualify for the assistance programs.

Mr. Woodard introduced himself as a recovering homebuilder; his business is home building and development.

⁴ www.makinghomeaffordable.gov

⁵ www.keepyourhomecalifornia.org/

Mr. Woodard expressed his admiration and appreciation for the panelists, saying he is impressed with their heart and desire to try to help people. Mr. Woodard agreed with the panelists; there is a huge problem here and it's not limited to the eight county area of the Partnership, it is nationwide. But the San Joaquin Valley area is unique in that four or five of the top foreclosure areas in the country are here.

Noting that the organizations represented by the panelists and the Partnership all want to identify and move forward with a solution, Mr. Woodard explained that in the private sector the problem is too much inventory (houses) and not enough jobs. There is a direct correlation between the dramatic drop in housing units being built in the state and the loss of 800,000 construction related jobs. Confidence is necessary for stabilization to work and in order to have confidence people need jobs.

Mr. Woodard continued, the political climate has changed and the idea of any more money pots at the end of the governmental rainbow isn't realistic. In a perfect world we would create a pilot project in our region using funds now available to slow the tide of foreclosures and instill confidence which would, in turn, reduce the amount of inventory and thus stabilize home values.

Speaking of the pilot project described by Mr. Woodard, Mr. Weber asked what the group could put together to take forward at the state level, what would that pilot look like and what would state do to support foreclosure prevention and recovery.

Ms. Lyons pointed out that the six items listed above are the parts and pieces of what that pilot could be.

Mr. Weber then asked what the state could do that doesn't involve money.

Mr. Rutherford remarked that the issue isn't so much at the State level; it is at the level of the banks and loan servicers.

Mr. Schragger explained that when the counselor and homeowner meet it's up to them to identify if there is a product available (e.g. Cal HFA) that can help.

Mr. Weber suggested the panel come up with a specific demonstration project – perhaps define a product that better suits the needs of the Valley and redirect some of the state level funds. Mr. Weber further suggested developing a separate track at the Federal level to bring pressure on the banks.

Mr. Harper asked about the possibility of establishing a strategic conversation with the banks about doing a pilot in the Valley.

Mr. Rutherford responded that what the Valley needs is the attention of the decision makers at the higher levels in the banks. The goal of meeting with the regulators is not to put pressure on the banks to play ball, it's to engage the decision makers in the conversation.

Mr. Schragger suggested creating a pilot that leverages the respective products. It is important to stop the tide of foreclosures because they are the majority of the inventory; the banks are under-pricing which is what impacts the equity.

X. Lunch Recess

XI. LUAH Transition to RPC

Ms. Steck and Ms. Lyons introduced themselves and explained they are asking the Partnership to re-engineer two work groups, Land Use, Ag and Housing and the Transportation work group. The proposal is to combine Land Use, Ag and Transportation and make Housing its own work group.

Ms. Lyons noted, as demonstrated by previous panel, the issues of housing are critical and are linked to land use and transportation but need to be addressed separately. The Central Valley Coalition for Affordable Housing is taking up not only the foreclosure crisis but how we build in the future.

Ms. Steck pointed out that aligning the Land Use and Transportation under the Regional Policy Council is streamlining and follows the direction the Federal government took in the early 1990's.

Mr. Weber, noting the lack of a quorum, suggested referring the issue to the Executive Committee to address approval. The remaining Board members approved taking this issue to the Executive Committee for final review and approval.

XII. Green Team of San Joaquin

Mr. Knox of Valley Clean Air Now (Valley CAN) updated the Board on the success of the Tune in Tune up program which is demonstrated as the most cost effective way of reducing vehicle emissions in the state.

Mr. Ferral introduced himself and the "Green Team San Joaquin", a program of the Greater Stockton Chamber of Commerce, a collaborative effort between private businesses, municipal and county solid waste divisions, economic development professionals and the community of San Joaquin County.

In 2005, the Chamber embarked with this program by collaboratively searching for regional solutions to challenges facing San Joaquin County and its businesses. Simply put, assisting businesses in "going green" will not only reduce their costs of doing business, it will also help the environment and move the San Joaquin County economy forward.

The REACON (Recycling Energy Air Conservation) Team is the outreach arm of the Green Team San Joaquin. REACON is a collaboration between the Greater Stockton Chamber, private businesses, municipal and county solid waste divisions, economic development professionals, and the communities of San Joaquin County whose purpose is to promote environmental stewardship solutions, to address environmental and economic development issues, and to create a nexus to enhance the delivery of Chamber services in Stockton and all of San Joaquin County.

Mr. Ferral announced the 7th annual recycling exposition, REXPO will be held in March 2011. REXPO VII: Sustainable Collaboration. REXPO is an opportunity to learn how businesses and jurisdictions can incorporate energy-efficient methods, recycling, water conservation and clean air values into everyday operations to reduce their cost of doing business and to meet State climate change policy. The event will also showcase businesses and services that proactively promote environmentally sustainable business practices. Valley business and elected leaders are in a unique position to lead by example and demonstrate that environmental consciousness and business prosperity can go hand-in-hand. The keynote address will be given by Panama Bartholomy from the California Energy Commission.

Mr. Ferral extended an invitation to the Partnership to combine its Q1 Board meeting with the REXPO event.

Mr. Dozier noted that the Q1 Board meeting has been tentatively scheduled for February in Kings County. In the absence of a Board member representing Kings County, Mr. Dozier recommended accepting Mr. Ferral's invitation.

Mr. Weber commented he is supportive of the idea but suggested soliciting the Board members for their availability in March. Mr. Dozier committed the Secretariat to determine Board member availability for the proposed meeting date.

Mr. Knox volunteered Valley CAN to sponsor the Valley Stakeholder dinner.

XIII. Smart Valley Places Update

Mr. Dozier provided an update on the Smart Valley Places program.

XIV. Valley Legacy Grant Update and Reports

Ms. Nutting and Ms. Shelton provided an update on progress toward goals of the Valley Legacy grant. Ms. Shelton presented testimony from one of the grant participants which highlighted the success of the program.

XV. Secretariat Report

Mr. Dozier and Ms. Dabbs provided a brief overview of the Secretariat Report and directed Board members to the full report included in their packets.

XVI. Public & Board Comment

Mr. Padilla of the Governor's Office of Economic Development (GoEd) thanked Mr. Dozier, the Office of Community and Economic Development and the Partnership for their ongoing support and the success of GoED.

Ms. Masumoto advised the Board that the annual Exemplary Practices in Education event would be held Jan 13, 2011 at the Clovis Veterans' Memorial Building.

Chair Bradshaw thanked the remaining members for their engagement and participation and adjourned the meeting at 2:52 pm.