



Board of Directors Meeting

Friday, September 20, 2019

10:00 am - 3:00 pm

Location:

California State University, Bakersfield
Student Housing Multipurpose Room
8501 Stockdale Highway
Bakersfield, CA 93311

Meeting Contact:

Eduardo González, Interim Executive Director
(559) 278-0542 • edgonzalez@csufresno.edu

Office of Community & Economic Development
550 E. Shaw Avenue, Suite 230
Fresno, CA 93710

WiFi Code/Password: Available on site

| AGENDA September 20, 2019 | | |
|-----------------------------|--|----------------------|
| Item | | |
| I. | Convene Meeting & Introductory Remarks | Chairman Vito Chiesa |
| II. | Recognition of Dignitaries and Sponsors <ul style="list-style-type: none"> • California State University, Bakersfield – Dr. Lynnette Zelezny, President • Bakersfield College – Dr. Sonya Christian, President & Jean Fuller • Kern County Farm Bureau – Catarino Martinez, President, John Moore, Vice President, & Patty Poire – 2nd Vice President • Grimm Family Education Foundation - RJ Valentino, President | Chairman Chiesa |
| III. | Public and Board Comments | Public and Board |
| IV. | Consent Calendar <ul style="list-style-type: none"> • Minutes • Work Group/Priority Reports • Letters of Support • Community Correspondence | Eduardo González |
| V. | Sustainability Subcommittee Update <ul style="list-style-type: none"> • AB 1274 (Arambula & Salas) | Eduardo González |
| VI. | Legislative Update <ul style="list-style-type: none"> • Matt Rogers, District Director, U.S. Senator Kamala Harris • Gilbert Felix, District Director, U.S. Representative T.J. Cox, CA-21 • Ricardo Del Hoyo, Field Representative, California State Senator Melissa Hurtado, District 14 • Michelle Garcia, Principal Field Representative, California State Assemblymember Rudy Salas, District 32 • Mia Cifuentes, Field Representative, Office of California State Assemblymember Vince Fong, District 34 • Larry Salinas, Director of Government Relations, Fresno State | Chairman Chiesa |

AGENDA | September 20, 2019

| | | |
|-------|---|------------------|
| VII. | <p>Partnership Priority #5 – Regional Industry Clusters Topic: UC Cooperative Extension and the Ag Economy</p> <ul style="list-style-type: none"> • Glenda Humiston, Vice President, Agriculture and Natural Resources, University of California | Chairman Chiesa |
| VIII. | <p>Partnership Priority #5 – Regional Industry Clusters Topic: California Harvesters</p> <ul style="list-style-type: none"> • Rupal Patel, Renewable Resources Group • Benny Parlan, CEO, California Harvesters, Inc. | Chairman Chiesa |
| IX. | Lunch | |
| X. | <p>Partnership Priority #7 – Health Topic: Valley Fever Update</p> <ul style="list-style-type: none"> • Dr. Duc Vugia, MD, MPH, Chief, Infectious Disease Branch, California Department of Public Health • Kimberly Hernandez, MPH, CPH, Assistant Division Director of Health Services, Kern County Public Health Department | Jim Suennen |
| XI. | <p>Topic: Kern County Groundwater Subbasin – Groundwater Sustainability Plan Update</p> <ul style="list-style-type: none"> • Patricia Poire, Planning Manager, Kern Groundwater Authority • Eric Averett, General Manager, Rosedale Rio Bravo Water Storage District • Jason Gianquinto, General Manager, Semitropic Water Storage District • Mark Mulkay, General Manager, Kern Delta Water Storage District | Chairman Chiesa |
| XII. | <ul style="list-style-type: none"> • Public and Board Comments | Public and Board |
| XIII. | <ul style="list-style-type: none"> • Adjournment | Chairman Chiesa |

Thank You!



BAKERSFIELD COLLEGE



**Kern County
Farm Bureau**

Grimm Family
EDUCATION FOUNDATION



California Partnership for the
San Joaquin Valley

Minutes

2019 Q2 Board of Directors Meeting- June 21, 2019 (Hanford, CA)



Board of Directors Meeting

Friday, June 21, 2019

10am – 3pm

MEETING MINUTES

I. Convene Meeting, Introductory Remarks

Chairman Vito Chiesa called the second quarter 2019 meeting of the California Partnership for the San Joaquin Valley (Partnership) to order at 10:12 a.m. at the Civic Auditorium in Hanford and initiated introductions around the table.

Board members present were James Aleru, Vito Chiesa, DeeDee D’Adamo, Lee Ann Eager, Bryn Forhan, Frank Gallegos, Andrew Genasci, Carole Goldsmith, Melinda Grant, Genoveva Islas, Carlton Jones, Ellen Junn, Dan Leavitt, Luisa Medina, Rachael O’Brien, Mary Renner, Luis Santana, Gary Serrato, Jim Suennen, and Cherylee Wegman

Advisory Board member present was Jim Suennen

II. Recognition of Sponsors and Dignitaries

Chairman Chiesa recognized and thanked Sue Sorensen, Mayor of the City of Hanford and Darrel Pyle, City Manager of the City of Hanford for their generous sponsorship of the meeting.

III. Public and Board Comments

Chairman Chiesa invited comments from the Board and the public.

Jim Suennen announced that board members ending their term would serve through December 2019.

DeeDee D’Adamo gave an update on drinking water.

Frida Cardoza announced the San Joaquin Valley Housing Collaborative Affordable Housing Summit September 19, 2019.

IV. Consent Calendar

Chairman Chiesa moved to approve the consent calendar as published once a quorum was reached. The motion was seconded, and the motion was approved.

V. Sustainability Subcommittee Update

Sustainability Subcommittee updates were provided by Ismael Herrera. Assembly Bill 1274 (Arrambula/Salas) to codify the Partnership in State Statute permanently so that it would not be dependent upon executive order, is in the Senate after passing the Assembly with a 77-0 vote.

VI. Legislative Update

Kristina Solberg for U.S. Senator Dianne Feinstein – Introduced bill to extend WIIN Act (2017), which authorized water projects, is expiring. The new bill is Drought Resiliency and Water Supply Infrastructure Act (bi-partisan) authorized with representatives from Colorado and Arizona. If your organization is applying for grants, Senator Feinstein would be happy to provide a letter of support.

Matt Rogers for U.S. Senator Kamala Harris – Was not present

Gilbert Felix for U.S. Representative T.J. Cox – Holding Town Hall Meetings, Agricultural Round Tables, Immigration and Health Care Round Tables, gave water tour, ag tour. Secured funding to support PTSD services for veterans. Voted for Dream Act and Reduction of Prescription Drug Act.

Maria Lemus for California State Senator Melissa Hurtado – Working on Assembly and Budget Bills. Secured \$15 million funding for water without adding cost to the communities and funding for various other projects. Ramping up for work on the census count.

Dameane Douglas for California State Assembly member Rudy Salas – Bills for transportation for seniors and disabled individuals to health appointments and also mental health care for seniors, target illegal gambling enterprises, and tax relief for disabled veterans. Working to secure funding for workforce development, Valley Fever research and clean drinking water projects. Delivering backpacks with school supplies, giving coats, shoes, Easter baskets and Christmas presents.

Larry Salinas for the Office of the President, California State University, Fresno – Bringing the Higher Education Facilities Bond Act to the attention of the Board. Fresno State alone has \$300 million in deferred maintenance, \$4 billion CSU wide. Bill has bi-partisan support. Request letter of support from Partnership board.

VII. Topic: Regions Rise Together

Micah Weinberg – California Forward

Regions Rise Together is a partnership between California Forward and the Governor's Office. Focus on development in the San Joaquin Valley and Inland Empire. Purpose is to get existing organizations the resources they need to be effective.

Discussion of issues to bring forth and champion solutions to the Governor (Water, Higher Education, Infrastructure, Workforce Capacity).

VIII. Partnership Priority #4: San Joaquin Valley Rail Service

Dan Leavitt – San Joaquin Valley Rail Commission

SB742 Update - Update code to allow purchase of tickets to train and bus anywhere, including Bakersfield, which is not allowed at this time.

Request letter of support for Stockton Diamond grade separation. Moved, seconded and approved.

Faster train routes on existing rail lines.

IX. Lunch

X. Topic: San Joaquin Valley Air Quality Issues/SB 526 (Allen) Discussion

Caitlin Miller – California Air Resources Board

SB150 report of progress made on greenhouse gas reduction plan. Following the report, sustainability goals (housing, transportation) were established.

Ted Smalley – Tulare County Association of Governments

Air quality projects improving quality of life in Woodlake, Farmersville, and Lindsey over the last decade. SB526 challenges include lack of analysis regarding why indicators are not what was projected, ignores the role of the State in meeting the targets, the validity of the targets given the differences and diversity between the counties in the San Joaquin Valley, success is not linear, difficult to measure.

Tom Jordan – San Joaquin Valley Air Pollution Control District

Air quality is a significant challenge and great progress has been made towards improvement, but there is still a long way to go. Standards continue to increase to continue improvement. One area of focus is working with commercial char broilers to contain emissions. Another is coordinating rail, trucking and shipping concerns.

All agreed that providing affordable mobility options is critical to any plan for air quality improvement.

XI. Topic: San Joaquin Valley 2020 U.S. Census Complete Count Update

Jesus Martinez - Central Valley Immigrant Integration Collaborative

Other regions are ahead of the San Joaquin Valley in preparing for the census, however there is a lot of activity going on already and California overall is ahead of the rest of the nation. Still needed is more involvement of organizations and dissemination of information about jobs available and regional

coordination and collaboration of efforts. Sierra Health Foundation received the funding for District 6 (Fresno – Kern).

There have been repeated assurances that undocumented residents will not be compromised. Not answering the citizenship question or any other question will not invalidate the survey, but may trigger an additional visit from the census bureau.

Cindy Quezada – Sierra Health Foundation

Sierra Health Foundation is vested in the process because apportionment impacts many of their constituents. Areas impacted are housing, education, land use, immigration, equity and justice for the San Joaquin Valley.

Surveys in the eight counties from San Joaquin to Kern to various ethnic groups regardless of citizenship status. Focus groups sought to gain more insight into the perceptions of the residents. They found that there is widespread suspicion of the census and “profound distrust” of the federal government under the current administration. Even assurances that federal statute guarantees confidentiality does not give the large majority of participants’ confidence to agree to respond to the census. Internet access is a significant barrier to participation in the census especially in the immigrant population who only have access through the cell phone.

The surveys brought into focus the areas where Sierra Health Foundation and its partners wanted to advocate in particular challenging the inclusion of the citizenship question and also identifying hidden housing units to capture potential overlooked individuals residing in those units.

XII. Public and Board Comments

There were no comments.

XIII. Adjournment

Chairman Chiesa and Ismael Herrera thanked all Board members and meeting hosts for their time and attendance as well as Bill for his help with the AV. The meeting was adjourned at 3:06 p.m.



California Partnership for the
San Joaquin Valley

Letters of Support

SB 742
SB 559
AB 48
CHSRA
BUILD
FASTER



California Partnership for the
San Joaquin Valley

September 20, 2019

Governor Newsom
State Capitol Building, 10th & L Streets
Sacramento CA 95814

RE: Support for SB 742: Intercity Passenger Rail Services: Motor Coach Transportation of Passengers

Dear Honorable Governor Newsom,

The California Partnership for the San Joaquin Valley (Partnership) strongly supports Senate Bill (SB) 742, which would amend Section 14035.55 provisions to enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip.

We appreciate that Senate Bill 742 provisions would:

- Increase revenues for the state at virtually no additional cost
- Provide improved access to priority and underserved communities
- Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile
- Provide better utilization of current infrastructure and reduce congestion on some of the state's most congested freeways

California's Amtrak Thruway Bus Network is one of the largest intercity bus networks in the United States connecting over 250 communities throughout California and major cities in Nevada. This network is underutilized because of the Section 14035.55 restriction on who can use this network, being limited to only those who ride a train on a segment of their travel. By eliminating this restriction, the State could provide transportation services to more people while reducing energy consumption and emissions.

Amending Section 14035.55 could have a very positive effect on California's underserved priority and rural communities by providing a convenient and inexpensive alternative to the

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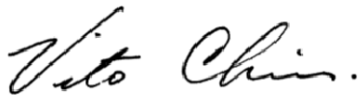
rising costs of automobile and airline travel. Connecting these communities to each other and to California's large economic centers would increase safe and affordable transportation options between these communities.

Intercity passenger rail and its associated Thruway bus network is environmentally friendly, and the state has a continuing interest in the provision of cost-effective and efficiently administered intercity passenger rail/Thruway bus services.

SB 742 has very strong bi-partisan support and passed through both the Senate and Assembly without a single vote in opposition. SB 742 received formal letters of support from over 70 agencies and organizations throughout California, and passed through the Legislature without any opposition on file.

The Partnership is very pleased to submit this letter of support for SB 742 to help move California forward and would greatly appreciate your signature on this important bill.

Sincerely,



Vito Chiesa
Board Chair



Karen Ross
Deputy Co-Chair



Luisa Medina
Deputy Co-Chair

SB 742 ALLEN

(COAUTHORS SENATOR GALGIANI & ASSEMBLYMEMBERS GRAY, FLORA, & FONG)

INTERCITY PASSENGER RAIL SERVICES: MOTOR CARRIER TRANSPORTATION OF PASSENGERS

BACKGROUND

SB 804 (Perata) was passed in 1999 with the objective of protecting private intercity bus lines from competition from the state sponsored Thruway bus network. SB 804 added Section 14035.55 to the Government Code requiring that passengers using state supported Amtrak Thruway buses (associated with the San Joaquins, Capitol Corridor, and Pacific Surfliner intercity passenger rail services) must have a rail component to their journey.

California's Amtrak Thruway Bus Network is one of the largest bus networks in the United States connecting over 250 communities throughout California and major cities in Nevada. This network is underutilized because of the Section 14035.55 restriction on who can use this network, being limited to only those who ride a train on a segment of their travel. By eliminating this restriction, the State could provide transportation services to more people while reducing energy consumption and emissions.

This year, rail passenger advocates and the San Joaquin Joint Powers Authority began working together to support legislation in order to amend Section 14035.55 that would enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip.

PURPOSE

Senate Bill 742 would amend Section 14035.55 provisions to enable the Joint Power Authorities (San Joaquin, Capitol Corridor, and LOSSAN) to pick up and drop off passengers on their Amtrak intercity thruway bus routes without requiring them to have a train ticket as part of their trip. Amending Section 14035.55 provisions would increase revenues for the state at virtually no additional cost, would provide improved access to priority and underserved communities, and would reduce the amount of greenhouse gases and air pollution emissions by

diverting trips that would have previously been taken by an automobile. This change will also provide better utilization of current infrastructure and reduce congestion on some of the state's most congested freeways.

Amending Section 14035.55 could have a very positive effect on California's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile and airline travel. Connecting these communities to each other and to California's large economic centers would increase safe and affordable transportation options between these communities.

Intercity passenger rail and its associated Thruway bus network is environmentally friendly, and the state has a continuing interest in the provision of cost-effective and efficiently administered intercity passenger rail/Thruway bus services.

VOTES & BILL STATUS

- Senate Transportation Committee (12 – 0)
- Senate Appropriations Committee (passed without vote)
- Senate Floor (37 – 0)
- Assembly Transportation Committee (15 – 0)
- Assembly Appropriations Committee (17 – 0)
- Assembly Floor (76 – 0)
- Senate Concurrence (40 – 0)

SPONSORS/SUPPORTERS

- Rail Passengers Association of California and Nevada (Sponsor)
- S J Valley Regional Planning Agencies' Directors' Committee¹ (Sponsor)

¹ San Joaquin Valley Regional Planning Agencies' Directors' Committee Member Agencies are: Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments.

- Central Valley Rail Working Group² (Sponsor)
- San Joaquin Joint Powers Authority
- Capitol Corridor Joint Powers Authority
- Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency
- California Intercity Passenger Rail Leadership Group
- San Joaquin Valley Rail Committee
- Sacramento Regional Rail Working Group
- Downtown Stockton Alliance
- Valley Vision
- Mendocino Transit Authority
- Los Rios Community College District
- Downtown Sacramento Partnership
- King City
- San Joaquin Bike Coalition
- San Joaquin Council of Governments
- The Rising Sun Center for Opportunity
- Butte County Association of Governments
- Transportation Agency for Monterey County
- Active San Gabriel Valley
- Coast Rail Coordinating Council (CRCC)
- Breathe California Sacramento Region
- Madera County Transportation Commission
- City of Manteca
- California Hispanic Chamber of Commerce
- Stockton Mayor, Michael Tubbs
- Sonoma-Marín Area Rail Transit District (SMART)
- Madera County Board of Supervisors
- Madera County Supervisor Frazier
- City of Arcata
- Humboldt County Association of Governments
- Humboldt County Board of Supervisors
- Huddle CoWork
- City of Bakersfield
- City of Sacramento
- Southwest Passenger Rail Association
- Santa Barbara County Association of Governments
- City of Monterey
- Monterey County Board of Supervisors
- Bay Area Council
- San Joaquin County Hispanic Chamber of Commerce
- CA Partnership for the San Joaquin Valley
- California Walks
- Natural Resources Defense Council
- Transform
- Seamless Bay Area
- California Bicycle Coalition
- Planning and Conservation League
- Safe Routes Partnership
- Sierra Club California
- Catholic Charities Diocese of Stockton
- Leadership Council for Justice & Accountability
- Coalition for Sustainable Transportation
- CA Council of the Blind
- Walk Sacramento
- Kern County North of the River Chamber of Commerce
- San Luis Obispo Council of Governments
- Shasta Regional Transportation Agency (SRTA)
- Kern County Hispanic Chamber of Commerce
- Sacramento Area Council of Governments
- City of Martinez
- San Joaquin County Board of Supervisors
- City of Salinas
- StanCOG Executive Director, Rosa Park
- Richmond Main Street Initiative
- Jack London Improvement District
- Stanislaus County
- Visit Berkeley
- California Transit Association
- Humboldt Transit Authority
- Oakland Chamber of Commerce

OPPOSITION

- No opposition on file

FOR MORE INFORMATION

Dan Leavitt, Manager of Regional Initiatives
 San Joaquin Joint Powers Authority
dan@acerail.com (209) 944-6266

² Central Valley Rail Working Group Member Agencies are: Sacramento Regional Transit District, Sacramento Area Council of Governments, City of Sacramento, City of Elk Grove, City of Galt, County of Sacramento, San Joaquin Regional Rail Commission, San Joaquin Council of Governments, San Joaquin Regional Transit District, City of Stockton, City of Manteca, City of Lodi, County of San Joaquin, Stanislaus Council of Governments, City of Turlock, City of Modesto, County of Stanislaus, Merced County Association of Governments, City of Merced, and County of Merced.



California Partnership for the
San Joaquin Valley

July 2, 2019

The Honorable Eduardo Garcia
Chair, Committee on Water, Parks, and Wildlife
State Capitol, Room 4140
Sacramento, CA 95814

RE: SUPPORT – SB 559 (Hurtado)

Dear Chairman Garcia,

On behalf of the California Partnership for the San Joaquin Valley, we the undersigned are writing in support of SB 559, which seeks to secure California's water supply by investing \$400 million in general funds toward restoring conveyance capacity of the Friant-Kern Canal.

Since its completion in 1949, the Friant-Kern Canal has experienced degradation leading to the loss of 60 percent of its ability to carry water to California's most vulnerable communities. As a result, farms, cities, and rural communities that rely on the canal are losing up to 300,000 acre-feet per year in deliveries.

The Friant-Kern Canal is a key facility for delivering clean runoff from the San Joaquin River watershed to recharge groundwater aquifers relied on by some of California's most vulnerable communities. With important regulations such as Sustainable Groundwater Management Act (SGMA), the improvement of our infrastructure and ability to comply with SGMA remains contingent on SB 559.

For these reasons, we are in strong support of SB 559.

Respectfully,

Handwritten signature of Vito Chiesa in blue ink.

Vito Chiesa
Board Chair

Handwritten signature of Karen Ross in blue ink.

Karen Ross
Deputy Co-Chair

Handwritten signature of Luisa Medina in blue ink.

Luisa Medina
Deputy Co-Chair

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California Partnership for the
San Joaquin Valley

September 20, 2019

The Honorable Gavin Newsom
Governor, State of California
State Capitol, First Floor
Sacramento, CA 95814

RE: Support for AB 48 (O'Donnell) – K-12, Higher Ed. Facilities' Bond

Dear Governor Newsom:

On behalf of the Board of the California Partnership for the San Joaquin Valley, I write today to respectfully request your support for AB 48 (O'Donnell,) – the Public Pre-school, K-12 and College Health and Safety Bond Act of 2020.

The "Partnership" is a public-private collaborative established in 2005 through Executive Order by one of your predecessors, former Governor Arnold Schwarzenegger.

This group of diverse leaders focuses on finding solutions to regional issues facing the entire San Joaquin Valley with a goal of improving the economic vitality of its nearly 4 million residents.

Included in the Partnership's portfolio of priorities are K-12 and Higher Education. The Partnership has a specific work group which focuses on improving the academic achievement of all students in the Valley. One of the group's goals is to support efforts to ensure all students have access to educational opportunities and resources to prepare students for success at all levels of education from Pre-K to college. As such, the Partnership Board has closely followed this measure (AB 48) over the last legislative session.

AB 48 places a \$15 billion bond on the March 3, 2020 ballot which will go towards the construction and modernization of facilities for pre-school, K-12 and public higher education institutions. The San Joaquin Valley is home to three CSU's, one UC and a number of community colleges, respectively. Also in the region is Fresno Unified, which is the 4th largest school district in the state.

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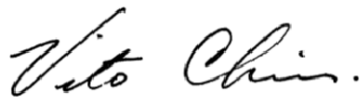
Governor Newsom
September 20, 2019
Page Two

Many of our educational facilities have severely aging classrooms, laboratories and equipment which are in dire need of attention. This measure would provide significant funding for other purposes such as construction, modernization, fire and seismic improvements as well resources to address poor water quality in some schools.

Because of our mission and goals, it is fitting that our organization lend its support to efforts by the state legislature to provide resources for students in the San Joaquin Valley and throughout California.

Therefore, we respectfully urge you to sign AB 48 for all California students.

Respectfully,



Vito Chiesa
Board Chair



Karen Ross
Deputy Co-Chair



Luisa Medina
Deputy Co-Chair



California Partnership for the
San Joaquin Valley

September 20, 2019

Lenny Mendonca, Chair
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento CA 95814

RE: Support for Merced-Fresno-Bakersfield Interim Operating Segment

Dear Honorable Chair Mendonca,

The California Partnership for the San Joaquin Valley (Partnership) strongly supports the Governor's Plan and CHSRA's policy recommendations (2019 Project Update Report released May 1) to pursue a Merced-Fresno-Bakersfield interim operating segment with stops at Kings/Tulare and Madera to provide high-speed rail service to Californians at the earliest possible time. The Merced-Fresno-Bakersfield interim operating segment will leverage the maximum degree of connectivity to other improving rail services, while important project development work also continues in other parts of the state.

The 171-mile line Interim Operating Segment extending north to Merced and south to Bakersfield coordinated with improvements aligned with the State Rail Plan north of Merced to Sacramento and to the Bay Area and bus connections south of Bakersfield to Southern California create significant benefits including:

- Provides much faster, more frequent and more reliable passenger rail service than is currently available in this corridor;
- Reduces travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhances connectivity and accessibility to other passenger rail services;
- Provides the highest ridership and revenue potential of any Central Valley option;
- Improves air quality in the Central Valley by shifting from diesel to clean, electrically powered trains;
- Provides an overall infrastructure configuration offering significant benefits to both passenger and freight movement; and
- Allows for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

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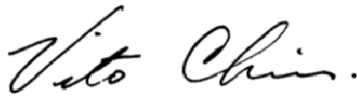
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Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off train travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in Merced to ACE and the San Joaquins will also translate into faster connections to the Capitols, Caltrain, BART, SacRT, Valley Link and VTA systems, which will also experience higher ridership. The success of this early interim service is essential towards implementing the ultimate high-speed rail system between the Bay Area, Sacramento, San Joaquin Valley and Southern California.

The Partnership is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



Vito Chiesa
Board Chair



Karen Ross
Deputy Co-Chair



Luisa Medina
Deputy Co-Chair

cc Brian Kelly, CEO
Brian Annis, CFO
Chad Edison, CalSTA



California Partnership for the
San Joaquin Valley

July 2, 2019

The Honorable Elaine Chao Secretary of Transportation
U.S. Department of Transportation 1200 New Jersey Ave, SE Washington, DC 20590

RE: Support for the San Joaquin Regional Rail Commissions' FY 2019 BUILD Grant Application
for the Stockton Diamond Grade Separation

Dear Madam Secretary:

On behalf of the California Partnership for the San Joaquin Valley (Partnership), we the undersigned express our strong support of the San Joaquin Regional Rail Commissions' (SJRRRC) FY 2019 BUILD Grant application for the Stockton Diamond Grade Separation project. Funding of their request will allow SJRRRC to leverage State funds to construct a transformative rail infrastructure project to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness.

The Port of Stockton and the freight railroad network are major economic assets to the San Joaquin Valley and Northern California Megaregion. By completing a grade separation at the intersection of the BNSF and Union Pacific Railroad (UPRR) in Stockton, the Port and its customers will benefit from greater freight rail efficiency through the elimination of freight interference between the two Class I railroads operating in this high-volume area. The grade separation will improve freight rail along the region's rail network, resulting in fuel and operating cost savings, as well as reduced traffic delays and improved air quality.

Tens of thousands of residents of the San Joaquin Valley and Northern California rely on the Altamont Corridor Express (ACE) and Amtrak San Joaquin's passenger services as their main source of transportation. Construction of the grade separation will help reduce current delays for these vital passenger rail services and support future expansion.

The Partnership values its working relationship with SJRRRC and strongly supports their BUILD application. Given the many public and private benefits associated with this project for our

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region, I urge you to support their application. Thank you for your consideration of investment for this extremely important project.

Respectfully,



Vito Chiesa
Board Chair



Karen Ross
Deputy Co-Chair



Luisa Medina
Deputy Co-Chair



California Partnership for the
San Joaquin Valley

August 15, 2019

Carl Guardino, President and CEO
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Alicia John-Baptiste, President and CEO
SPUR
654 Mission Street
San Francisco, CA 94105

Jim Wunderman, President and CEO
Bay Area Council
353 Sacramento Street, 10th Floor
San Francisco, CA 94111

RE: Altamont Corridor Vision Phase 1 Improvement Program Inclusion in FASTER Bay Area

Dear Carl, Jim, and Alicia:

On behalf of the California Partnership for the San Joaquin Valley (Partnership), we the undersigned express our strong support for the inclusion of \$1.9 billion for the Altamont Corridor Vision Phase 1 Improvements Program as part of FASTER Bay Area. It is our understanding the Silicon Valley Leadership Group, Bay Area Council, and SPUR are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters.

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion. The Bay Area Council estimates that congestion will increase an additional 75% between 2016 and 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, greater connectivity, and a better quality of life and access to jobs, educational opportunities, and health care facilities.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquins). The Bay Area improvements of this Phase 1 Program include \$1.1 billion for the implementation of 8.6-miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph that would decrease train travel times through the Altamont Pass by 11 – 15 minutes. Bay Area Phase 1 improvements also includes \$600 million to fund

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equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and Livermore. In the near-term, the Tri-Valley – San Joaquin Valley Regional Rail Authority anticipates running 25 Valley Link daily round-trips between Dublin/Pleasanton BART and North Lathrop Transfer Station in San Joaquin County. In addition, Phase 1 also includes \$200 million is included for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable fast (up to 125 mph maximum speeds), and frequent service. The Altamont Corridor Vision Phase 1 Improvement Program is the first step towards the completion of the Altamont Corridor Vision which is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA's Altamont Corridor Rail Project.

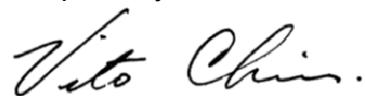
The Altamont Corridor Phase 1 Improvement Program would:

- Substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor.
- Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.
- Reduce congestion on Bay Area's most congested freeways (I-580/I-680 Corridor)
- Promote transit-oriented development throughout the Altamont Corridor

The transformative Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California Megaregion's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile. Connecting these San Joaquin Valley communities to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities. The Vision would also foster more compact and sustainable growth, providing access to affordable housing and a chance to rebalance the job centers equitably.

Given the benefits of this project for our region, we are pleased to provide this letter of strong support of the Altamont Corridor Vision Phase 1 Improvement Program to be included as part of FASTER Bay Area to help move the Bay Area and the Northern California Megaregion forward.

Respectfully,



Vito Chiesa
Board Chair



Karen Ross
Deputy Co-Chair



Luisa Medina
Deputy Co-Chair



California Partnership for the
San Joaquin Valley

2019 Partnership Board of Directors Meeting Schedule

2019

| DATE | COUNTY |
|--------------|------------|
| March 15 | Madera |
| June 21 | Kings |
| September 20 | Kern |
| December 13 | Stanislaus |

*Meeting schedule is tentative

Meeting Scheduling

- Meetings are typically scheduled on a quarterly basis on the third Friday of the month with the exception of December.
- Meetings are typically scheduled from 10am to 3pm.