



California Partnership for the
San Joaquin Valley

May 23, 2008

RE: Support for AB 3034 (Galgiani) - High Speed Rail Bond Modification Bill

Dear Central Valley Delegation:

The California Partnership for the San Joaquin Valley (“the Partnership”) has been closely engaged in developments related to the proposed High Speed Rail bond measure. In the fall of 2007, we communicated to the board of the High Speed Rail Authority (“HSRA”) our support for the proposed bond measure, subject to certain conditions. The recommendations submitted by the HSRA staff in December 2007 did not meet those conditions. The Partnership expressed its disappointment. Since then, the Partnership has been invited by the HSRA staff to participate in a working group to address the issues of concern. The working group, which includes representation from the eight Valley Councils of Government, the Sacramento COG and the Tri-Valley Committee, has reached consensus on all the issues of concern. The Partnership now enthusiastically supports the proposed bond measure, subject to adoption of the conditions agreed to between the aforementioned parties. Specifically:

- The Partnership had requested that the HSRA evaluate the economic feasibility of using two connection alignments to the Valley, one through the Altamont and the second through Pacheco Pass, and if this was not feasible to give preference to the Altamont alignment. The December 2007 HSRA staff recommendation called for the express high speed alignment to be through the Pacheco Pass and for the Altamont to be a “high-speed commuter route”; however, there was no funding provision in the bond measure for the Altamont route. AB 3034 (Galgiani), as amended April 21, 2008, specifically identifies the “Altamont corridor connecting the Central Valley to the East Bay” as a priority high-speed segment eligible for funding under the proposed \$9 billion High Speed Rail Bond as well as federal and other revenues made available to the Authority.
- The Partnership had requested connectivity from the Valley to Sacramento. That segment was not initially eligible for funding in phase one of HSR implementation. AB 3034 now includes Sacramento. Under the bill, all 800 miles of the system are eligible for funding.
- The Partnership had also requested that some early pre-bond investment from the HSRA budget be made to advance engineering and environmental impact studies in the Valley, rather than just in Southern California and the Bay Area as has been the case to

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date. The Governor's May Revise includes \$8.2 million from Proposition 116 for additional environmental studies and engineering work on the Fresno-to-Sacramento segment.

Adoption of these changes would satisfy the concerns of the Partnership. It is clearly vital that AB 3034 be adopted by the legislature. This will require a 2/3 vote. We urge you to please support the passage of AB 3034.

With the changes contemplated in AB 3034, High Speed Rail offers the prospect of a much brighter future for the Valley. As shown in the attached document, no region of the state will benefit more from high-speed rail than the San Joaquin Valley.

Please contact the Partnership Government Affairs Coordinator, Katie Stevens, with any questions you may have at kstevens@csufresno.edu or (559) 347-3918. We thank you in advance for your support of AB 3034.

Sincerely,

A handwritten signature in cursive script that reads "Connie Conway".

Connie Conway, Chair

High Speed Rail Benefits for the San Joaquin Valley

No region of the State stands to benefit more from the proposed high speed train than the San Joaquin Valley.

- ❖ The forecast is that 44% of the ridership on the high speed train will involve people traveling in and out of the Valley or within the Valley. By 2030, eight million trips annually are projected between the Valley and the Bay Area and five million between the Valley and Los Angeles.
- ❖ Valley residents, severely underserved by airlines and faced with increasing highway congestion, will enjoy an easy, economical, reliable and fast travel option. Travel Times (hours:minutes)

Bakersfield to San Francisco	1:51
Bakersfield to Sacramento	1:29
Bakersfield to Los Angeles	:54
Fresno to Sacramento	:59
Fresno to San Francisco	1:20
Fresno to Los Angeles	1:24
Merced to San Francisco	1:14
Merced to Bakersfield	:52
Modesto to Los Angeles	1:51
Modesto to Bakersfield	1:02

- ❖ Lots of new jobs will be created. More than 160,000 construction jobs and an additional 450,000 permanent jobs are expected to be created statewide. With more than one third of the mileage being located in the Valley, many of those jobs will be filled by Valley residents.
- ❖ Air quality will be significantly improved as millions of passenger trips are removed from the roads. Grade separations, keeping automobiles separated from train tracks, will eliminate idling at train tracks.
- ❖ Grade separation will also result in fewer accidents and improved traffic flow.
- ❖ The cost of highway maintenance and expansion will be significantly decreased.
- ❖ Energy use will be reduced, decreasing our dependence of foreign oil.
- ❖ Billions of pounds of CO2 emissions will be eliminated.
- ❖ Coupled with the land use recommendations from the Blueprint regional planning process, high speed rail will build momentum to build and expand downtowns, enabling more Valley farmland to be preserved.