



## Board of Directors Meeting

Friday, March 16, 2018  
10am-3pm

Merced College Business Resource Center  
630 W. 19<sup>th</sup> Street  
Merced, CA 95340  
WiFi Code/Password: Guestwifi/MCCDis#1

Meeting Contact:  
Ismael D. Herrera, Jr., Interim Executive Director  
559-278-0519

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

AGENDA   March 16, 2018			
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I.	Convene Meeting & Introductory Remarks		Chairman Vito Chiesa
II.	Recognition of Our Sponsors and Dignitaries <ul style="list-style-type: none"> <li>• Autumn Gardia, Interim Director of Business, Industry and Community Services, Merced College</li> <li>• Dr. Dorothy Leland, Chancellor, UC Merced</li> <li>• Mark Hendrickson, Director, Merced County Department of Community &amp; Economic Development</li> <li>• Glenda Humiston, Vice President, Agriculture and Natural Resources, University of California</li> <li>• Mike Murphy, Mayor, City of Merced</li> <li>• Jerald O'Banion, Merced County Supervisor, District 5</li> </ul>		Chairman Chiesa
III.	Oath of Office		Secretary Karen Ross
IV.	Public and Board Comments		Public and Board
V.	Consent Calendar <ul style="list-style-type: none"> <li>• Minutes</li> <li>• Work Group/Priority Reports</li> <li>• Letters of Support</li> </ul>	7 15 33	Ismael Herrera
VI.	Legislative Update <ul style="list-style-type: none"> <li>• Matt Rogers, Representing United States Senator Kamala Harris</li> <li>• TBD, United States Senator Dianne Feinstein</li> <li>• Dominic Farinha Representing United States Congressman Jim Costa</li> <li>• Baltazar Cornejo, Representing California State Senator Anthony Canella</li> <li>• TBD, California State Assemblyman Adam Gray</li> </ul>		Chairman Chiesa
VII.	Partnership Priority #1: Water Supply and Quality Topic: Senate Bill 623, Safe and Affordable Drinking Water <ul style="list-style-type: none"> <li>• Update</li> </ul>		Secretary Karen Ross
VIII.	Partnership Priority #1: Water Supply and Quality Topic: Sustainable Groundwater Management Act Implementation; GSA's and Their Current Relationships with Disadvantaged Communities		Sarge Green, California Water Institute

AGENDA   March 16, 2018			
	<ul style="list-style-type: none"> <li>• Presentation – Gary Serrato, Executive Officer for North Kings Groundwater Sustainability Agency</li> <li>• Presentation – Lacey Kiriakou, Merced County Water Resources Coordinator for Merced Subbasin Groundwater Sustainability Agency</li> </ul>		
IX.	<p>Partnership Priority #1: Water Supply and Quality Topic: Subsidence in the San Joaquin Valley</p> <ul style="list-style-type: none"> <li>• Presentation – Doug DeFlicht, Chief Operating Officer, Friant Water Authority</li> <li>• Presentation – Don Walker and Leroy Ellinghouse, Operations and Maintenance Division, California Department of Water Resources</li> <li>• Dane Mathis, Division of Integrated Regional Water Management, Department of Water Resources</li> </ul>		Sarge Green
X.	LUNCH – Sponsored by UC Merced		
XI.	<p>Topic: UC Merced Downtown Campus Center and 2020 Project</p> <ul style="list-style-type: none"> <li>• Update</li> </ul>		Richard Cummings, University Communications, UC Merced
XII.	<p>Partnership Priority #7: Health Topic: Beyond a Zip Code: Health and Housing in the San Joaquin Valley</p> <ul style="list-style-type: none"> <li>• Presentation – Dr. Ellen Piernot MD MBA, Chief Medical Officer for Golden Valley Health Centers; and Lise Talbott MBA, Director of Clinical Education and Outreach for Golden Valley Health Centers</li> </ul>		Alicia Sebastian, California Coalition for Rural Housing
XIII.	<p>Partnership Priority #6: Broadband Topic: West Hills Broadband Pilot Project</p> <ul style="list-style-type: none"> <li>• Presentation – Dr. Stuart Van Horn, Chancellor, West Hills Community College District; and Linda Thomas, Vice Chancellor of Educational Services and Workforce Development, West Hills Community College District</li> </ul>		Robert Tse, USDA California Rural Development State Broadband Coordinator
XIV.	<p>Partnership Priority #4: San Joaquin Valley Rail Service Topic: New Schedule Launch</p> <ul style="list-style-type: none"> <li>• Update</li> </ul>		Dan Leavitt, David Lipari, San Joaquin Joint Powers Authority
XV.	<p>Topic: Senate Bill 1, Transportation Funding</p> <ul style="list-style-type: none"> <li>• Update</li> </ul>		Ted Smalley
XVI.	Public and Board Comments		Public and Board
XVII.	Adjournment		Chairman Chiesa



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**Thank you!**

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**MERCED**

**Thank you!**



**Thank you!**



**Thank you!**



## Meeting of the Board of Directors

**DRAFT**

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Friday, December 8, 2017 – 10am – 3pm

Stanislaus County Veterans Center  
3500 Coffee Road  
Modesto, CA 95355

### I. Convene Meeting, Introductory Remarks

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Chair Vito Chiesa called the fourth quarter 2017 meeting of the California Partnership for the San Joaquin Valley (Partnership) to order at 10:14am at the Stanislaus County Veterans Center. Chair Chiesa explained that the meeting venue is located at what used to be a run-down shopping center, but now serves as a one-stop shop for veteran and senior services. Stanislaus County, the Veterans Advisory Commission, the City of Modesto and the Veterans Foundation of Stanislaus County developed it.

Board members present were: Lynne Ashbeck, Vito Chiesa, Elaine Craig, DeeDee D’Adamo, Amarpreet Dhaliwal, Diana Dooley, Lee Ann Eager, John Eisenhut, Bryn Forhan, Andrew Genasci, Dan Leavitt, Andrew Mendoza, Suzi Picaso, Patty Poire, Mary Renner, Chuck Riojas, Karen Ross, Gary Serrato and Cherylee Wegman.

Board Deputies present were: Sharri Bender Ehlert of the California Department of Transportation representing, Secretary Brian Kelley; Rosa Park from the Stanislaus Council of Governments, representing Ted Smalley; Sonya Logman, Deputy Secretary of California’s Business and Consumer Relations, representing Alexis Podesta; Albert Rivas, representing California Department of Corrections and Rehabilitation; and Jim Suennen, Associate Secretary of the California Department of Health and Human Services.

Advisory Board members present were Robert Tse and Lynnette Zelezny.

### II. Recognition of Sponsors and Dignitaries

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Recognized for their generous support of the Partnership and for their meeting sponsorships were Kaiser Permanente represented by Andrew Mendoza, the Manufacturer’s Council of the Central Valley, represented by Jennifer Carlson Shipman and Chiesa Ranch, represented by Board Chair Vito Chiesa.

The board recognized California State Assemblyman Heath Flora who spoke about the challenges faced when representing the San Joaquin Valley at the State Capitol. He believes that people at the Capitol have no idea what we struggle with in the Valley. He is working hard to help educate his colleagues from the other side of the Grapevine and the Bay Area, because that is where the votes are and we need them to be on our side and understand both what the challenges of the San Joaquin Valley are and what we offer.

Assemblymember Flora also discussed Senate Bill 623, the water bill, and vowed to protect agriculture and the industries in the San Joaquin Valley. He believes it is a funding source that is needed to keep the dairy industry in business in California. He urges the board to dig into this bill and help to educate the constituents because this bill is a funding mechanism that greatly affects the agriculture industry in the San Joaquin Valley.

Representing United States Senator Kamala Harris, Matt Rogers spoke to the board about Senator Harris' priorities and stated that she is opposed to the new tax legislation. The Senator is working in a bipartisan fashion to pass a clean Dream Act. The Senator collaborated with Rand Paul on a bail reform bill to make sure we are not penalizing people based on their income status.

Eddie Mendoza representing United States Congressman Jeff Denham attended the meeting. Mr. Mendoza and shared with the board that the Congressman Denham is working on disaster relief with H.R. 4455, the SMART Rebuilding Act. He has also been working on healthcare legislation, with the CHIP, CHAMPION and CARE Acts and is supporting legislation to fight human trafficking. Mr. Mendoza reported that Congressman Denham is also focused on finding a permanent, bi-partisan solution for DACA and Dreamers. Congressman Denham, a veteran himself, is working on a bill that will address the Viet Nam war veterans exposed to Agent Orange and a Forever GI bill. Congressman Denham has also been working with the tax bill and sent a message to his constituents that he is trying to work on a simpler and fairer tax law that will benefit everybody.

Dominic Farinha, who also serves as a Patterson City Councilman, represented Congressman Costa's office. He spoke about the renewal of the Farm Bill being a priority for Congressman Costa as well as improving water infrastructure.

Chair Chiesa introduced Paul Van Konynenburg, California's newest Transportation Commissioner. Mr. Van Konynenburg reported that when Senate Bill 1 for transportation funding was passed, the details were left to the California Transportation Commission to work out, which he described as a daunting task, but one that is now complete. Mr. Konynenburg discussed the new funding programs that are ready to go in 2018 including safe routes to school.

The commissioner discussed the fact that electric vehicles don't use gas, therefore they don't fund anything, so transportation funding is going to have to be changed. Major technological change is coming and it needs to be embraced. Different solutions need to be found to our different challenges.

### III. Oath of Office

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Secretary Karen Ross administered the oath of office to re-appointed board members John Eisenhut and Andrew Mendoza. Photos taken.

#### IV. Public and Board Comment

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Chair Chiesa invited comments from the board and public, recognizing Jim Suennen, Associate Secretary of the California Department of Health and Human Services. Mr. Suennen brought informational materials to share on Valley Fever, which was briefly discussed at the September 2017 board meeting.

Erik Cherkaski from the Office of Community and Economic Development at Fresno State, Partnership Secretariat, announced upcoming events: the Central Valley Ag Plus Funders Forum on December 12, 2017, the Clean Transportation Summit on March 14 and 15, 2018, and the 2018 Manufacturing Summit on May 17, 2018.

There were no public comments.

#### V. Consent Calendar

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Ismael Herrera presented the consent calendar and called attention to the Manufacturing Month Proclamation with recognition to Secretary Karen Ross and Gurminder Sangh for their efforts to obtain it. In the absence of questions or objections to the consent calendar, Lynne Ashbeck made the motion to accept the consent calendar as published. Amarpreet Dhaliwal seconded and the motion was carried unanimously.

#### VI. Disadvantaged Community Drinking Water Systems

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Sarge Green from the California Water Institute presented an update on Disadvantaged Community Drinking Water systems. He introduced his panel consisting of Boykin Witherspoon, California State University, San Bernardino Water Resources and Policy Initiatives, and Juan Cano, a representative from the North Valley area of Self-Help Enterprises.

Mr. Cano presented his PowerPoint, which described some of the systems. He described what Self Help Enterprises has accomplished so far. Mr. Cano then discussed some of the challenges and issues and presented a case study. Self-Help Enterprises works with low-income families to build and sustain healthy home as communities providing water and wastewater technical assistance in San Joaquin Valley counties.

[Download the Self-Help Enterprises PowerPoint presentation](#)

Boykin Witherspoon attended representing the entire twenty-three campus network of the California State University system, which provides technical support. The California State Universities have the larger issue of wrapping the project together; there for Mr. Witherspoon was able to present the issues more holistically in terms of dealing with disadvantaged communities in the San Joaquin Valley.

They currently have funding from multiple sources for assistance to underserved and disadvantaged communities. There is funding from the USDA, from the California Energy Commission, from the DWR, DAC Involvement Program Fund and the State Water Resources Control Board funding that they just recently heard about. They have professional staff and professional engineers, and based on where the project is, they can recruit faculty and students from nearby CSU's, Community Colleges and the UC's to do most of the legwork on the project so that it is also a learning opportunity for the students.

Mr. Witherspoon described a serious lack of coordination between agencies and how they approach assistance to underserved communities. The CSU's are in the unique position to identify what some of those differences are and help the state agencies align down to regulatory compliance for who has access to their program. The idea of regulatory compliance across multiple agencies is an issue that has been identified that they are working on and he has been able to write into multiple grants from multiple state agency funding sources, the ability to begin to address that issue. There are teams of social scientists, public administrators, and geographers looking to see if there is a better way to identify these communities. There are also the income survey and technical management feasibility studies and all are interpreted and used a little bit differently and may be actually fatiguing these communities to have different agencies knocking on their doors to fill out surveys for qualification.

Another issue that has been identified is the prioritization of what projects get funded. The process that was described for the State Water Board was that anybody at any time could submit a request for technical assistance to the Water Board. They have to do a quick triage and assign or not and it's compounded across multiple agencies that not only is there a problem identifying these communities but also determining which ones will get the limited resources that we have. So the idea of looking at a multi-criteria model to help identify these communities more effectively but prioritize them for the limited technical assistance resources that they have.

Sarge Green told the board that technical assistance is probably the most important investment that we are making right now, even though the goal is to get the disadvantaged communities ready for a construction grant to build a facility.

A question from Bryn Forhan was asked regarding what communities in the Valley have applied for the funds and whether or not intervention is needed from Self-Help. Mr. Witherspoon answered that the State Water Resource Control Board has a website for the program. On the website is a database consisting of which communities have applied and whom they have been assigned to. He has found that the methods for discovery of these communities is somewhat random as it is not an inclusive list. Sarge Green reiterated that all of the communities have not yet been fully identified.

Lynne Ashbeck stated that the Partnership was formed to put urgency on San Joaquin Valley issues and asked what it is that the Partnership might do to try to accelerate this work.

VII. Partnership Strategic Effort: Water Supply and Quality, Topic: Next Steps for SB 623 Safe and Affordable Drinking Water

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DeeDee D'Adamo of the California Water Resources Control Board and Secretary Karen Ross presented a fact sheet and discussed the next steps for Senate Bill 623, Safe and Affordable Drinking Water. Ms. D'Adamo told the board that this is the most compelling issue of our time. In the 300 disadvantaged communities in the state – many of them in the San Joaquin Valley – people are living in third world conditions without safe drinking water and the situation must end, and having bipartisan support is crucial.

Ms. D'Adamo reminded us that the Partnership is already on record as being in support of Senate Bill 623. She requested that each board member go back to their organizations and tell them to support this bill and let the state representatives know the impact on their constituents.

[Download the SB 623 Fact Sheet](#)

#### VIII. Partnership Strategic Effort: San Joaquin Rail Service, Topic: Transit and Intercity Rail Capital Program Funding Application

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Dan Leavitt of the San Joaquin Regional Rail Commission discussed the Transit and Intercity Rail Capital Program funding application. It is a five-year program expected to have \$2.5 billion in funding between Senate Bill-1 and Cap & Trade Funding to reduce greenhouse gas emissions, increase ridership, connectivity to other modes of transportation including high-speed rail and serving disadvantaged communities. The San Joaquins need to add more daily runs to Sacramento, but there has been a problem with access to the tracks, which are owned by Union Pacific. A workaround has been found by using a different Union Pacific line to Sacramento and several more stations are needed.

Bryn Forhan made the motion to approve support of the program and submit a letter of support on behalf of the Partnership. Amarpreet Dhaliwal seconded and the motion was carried.

[Download San Joaquin Joint Powers authority presentation](#)

#### IX. Lunch

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During lunch, an electric vehicle ride and drive was presented for the Partnership Board by Valley Takes charge! – a resource promoting plug-in electric vehicles in the San Joaquin Valley from the Center for Sustainable Energy and the San Joaquin Valley Air Pollution Control District.

After lunch, Chairman Chiesa introduced Kim Dulbow Vann, recently appointed State Director for USDA Rural Development who discussed efforts to bring broadband to rural California and other priorities. She invited all to reach out to her at [kim.vann@ca.usda.gov](mailto:kim.vann@ca.usda.gov).

## X. Topic: Update on California Tax Credit Programs

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Jason Montiel from the Franchise Tax Board presented on California's Earned Income Tax Credit program with Lindsay Callahan from United Way in Fresno and Madera Counties to promote the recently expanded program.

Mr. Montiel explained the CalEITC program, and how it has been beneficial to families and the economy in the San Joaquin Valley and in the state. Help is needed to get the word out about the program and encourage people to take advantage of it. Brochures, postcards and posters were left for board members to use and more are available from the Franchise Tax Board.

[Download the California Earned income Tax Credit presentation](#)  
[visit CalEITC4Me](#)

Lindsay Callahan, President/CEO of United Way Fresno and Madera counties, talked about why tax preparation is so important to United Way of Fresno and Madera counties, stating that their agenda is laser focused on helping families of which a huge number are stuck in poverty. Their vision is to eradicate the working poor. They invest a lot of time and energy into the CalEITC program doing taxes free of charge and helping to maximize the returns to try to take it to the next level to eradicate the poverty problem. The VITA numbers have been good, but they want to do better.

Ms. Callahan spoke about the United Way's efforts to help people put their money in banks and teach financial literacy. They have many return VITA clients that now have a trusted relationship. The goal is to use available programs to get people as much money as possible in their pockets.

## XI. Topic: California Department of Corrections and Rehabilitation (CDCR)

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Albert Rivas of the California Department of Corrections and Rehabilitation Office of External Affairs presented a panel discussion with representatives from various programs in the department. The panelists were Brant Choate, the Director of the CDCR's Division of Rehabilitative Programs, Charles Patillo with the California Prison Industry Authority and the Prison Industry Board, Stephanie Welch with the CDCR's Council on Mentally Ill Offenders and Nina Martinez, CDCR's Office of Business Services.

Brant Choate oversees all rehabilitative programs for the state prisons, both in prison as well as in the community. Ninety percent of the incarcerated people are going to be returning home to our communities, which we would like to be safe, so while they are incarcerated, we have a choice of either using punishment as a form of incarceration or using rehabilitation. All across the country, jails and prisons are now moving towards rehabilitation as the focus, because either way, most offenders will be released.

Chuck Patillo represents two agencies: he is the Executive Officer of the Prison Industry Board, and the General Manager, which is the CEO, of the California Prison Industry Authority. CALPIA is a separate

agency from the Department of Corrections and is set up differently because they are a profit and loss agency with no state appropriations. Their work is based on sales of goods and services such as license plates, and many other products with thirty-five locations. Mr. Patillo introduced a CALPIA overview video available on [www.calpia.ca.gov](http://www.calpia.ca.gov).

Stephanie Welch presented a report on the Council on Mentally Ill Offenders. The Council is chaired by the Secretary of the Department of Corrections and works closely with the Department of State Hospitals and the Department of Health and Human Services. The purpose of the Council, which has been around for over fifteen years is to identify cost effective strategies to prevent people from being incarcerated. The mental health population has the highest recidivism rate in returning to both prison as well as returning to local jails.

[Download the Council on Mentally Ill Offenders presentation](#)

Nina Martinez is the statewide Small Business Advocate. She manages the Small Business/Disabled Veteran Business Enterprise (DVBE) program, which includes updating policy, procedures, making sure that the department is meeting the mandated Small Business and DVBE goals. She works with the communities in outreach to educate on the business opportunities that are available with the California Department of Corrections and Rehabilitation.

[Download the California Department of Corrections and Rehabilitation \(CDCR\) presentation](#)

XII. Partnership strategic Effort: Regional Industry Clusters  
Topic: Global Trade and Investment

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Lee Ann Eager, President/CEO of Fresno County Economic Development Corporation and a representative of California Central Valley Economic Development Corporation, presented on Global Trade and Investment with Tracy Tosta, Fresno County Economic Development Corporation.

Ms. Eager and her organization work to help make sure that what we do here California's Central Valley is known throughout the world. She travels around the world promoting partnerships and making connections on behalf of the Central Valley. The City of Fresno wanted to apply for the Global Cities Initiative about four years ago, which was a partnership between JP Morgan Chase and the Brookings Institute. They applied again and included the Central Valley and the application was selected because they saw the opportunities that we can provide.

Tracy Tosta further discussed the Global Cities Initiative and explained export strategy, foreign direct investment and the focus points of education, marketing, partnerships and industry.

[Download the global Trade and Investment Plan presentation](#)

XII. Public and Board Comments

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Chairman Chiesa invited comments from the board and public, recognizing Erik Cherkaski who reminded the board of his earlier message about upcoming events.

Lynne Ashbeck was not happy with the agenda and would like the Partnership Executive Committee to find a way to either end the meetings earlier, hold the meetings at a different time, or re-work the format.

Elaine Craig thanked the board and Gurminder Sangha for the Manufacturing proclamation, because Manufacturing Day started in Madera and has been replicated throughout the Valley.

## XII. Adjournment

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The meeting was adjourned at 3:05pm.



California Partnership for the  
San Joaquin Valley

## Partnership Priorities

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March 2018

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Priority #1	Water Supply and Quality
OCED Staff Liaison	Ismael Herrera
Lead Organization	California Water Institute
Lead Organization Contact	Sarge Green
Quarter	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter 2017
Reporting Period	July 1 - Dec. 31, 2017

### Goal 1 – Sustainable Groundwater Management Act (SGMA)

CWI continued to participate directly in the implementation process of the North Kings Groundwater Sustainability Agency on behalf of the Fresno State campus. The new agency has now begun developing the required "Groundwater Sustainability Plan" which must be adopted and submitted to the State by January 2020. The plan will eventually determine both the constraints and remedies for sustaining groundwater in the service area of the organization. A similar process is being undertaken for the State-defined "Kings Groundwater Basin" which includes all of eastern Fresno County valley floor areas out to the west-central communities of San Joaquin and Tranquillity, south to the Kings River and north to the San Joaquin River. The total number of "groundwater sustainability agencies" in that area is seven. The work in the larger area includes a coordination agreement and eventually an overall plan to reach sustainability in the entire area. *All eight Valley counties are undergoing similar processes except for the eastern part of Stanislaus County. Eastern Stanislaus is a "medium priority" groundwater basin which gives them some more time and some more flexibility in their groundwater planning.*

### Goal 2 – Water Supply

The Proposition 1 application for Temperance Flat storage reservoir was submitted in a timely fashion to the staff of the California Water Commission and will be reviewed in early 2018. The Authority developing the application gained additional official members and support during the latter part of 2017 including the Friant Water Authority. Additional work on how to use the reservoir for multiple purposes were added to the scope of work and the initial results were encouraging. It appears the coordinated use of the storage in conjunction with other storage facilities could save additional water in the Valley that heretofore may have been lost just by annual bookkeeping impacts (for example water saved and not used completely each year in San Luis Reservoir, such carryover is lost as soon as a new water year is officially declared). The new storage capacity also has potential to assist substantially with groundwater recharge efforts although that use is not a "public benefit" under the requirements of Proposition 1.

### Goal 3 – Funding

No funding was obtained for Partnership-related water efforts.

#### Goal 4 – Education during the quarter

- a. Drinking water – WRPI staff at CSU San Bernardino has added more projects from the Valley to the process for technical assistance. Examples include school water systems in Madera and San Joaquin Counties and the City of Portola in Plumas County. Several CSU campuses are involved including Cal Poly Pomona, CSU Fresno and CSU Chico as well as the Water Institutes at Fresno and San Joaquin. The contracting process has slowed down the implementation so most work is carrying over to begin in the first quarter of 2018.
- b. SGMA – a presentation on SGMA implementation has been moved to the first quarter of 2018.
- c. Drought – the fall/winter of 2017 has started out very dry. After a significant wet year there is some carryover in surface water storage but new water year triggers must be met to release some of the stored water. Groundwater in the eight counties only recovered slightly overall with best results in the eastside of the Valley near the largest rivers.
- d. Conservation – no new educational initiatives to report
- e. Groundwater recharge – see above, natural recharge was limited to major rivers in the Valley. Intentional recharge added some additional water. Farm land recharge was apparently very successful in specific test sites but the data is still coming in (e.g., Terranova Ranch).
- f. Delta fix – staff recommends that we continue to seek an update by a member of the Delta Stewardship Council be considered as an education item in the near future.
- g. Legislative update – a bill to develop a fund for disadvantaged community drinking water systems is still under consideration and has a nitrogen fertilizer, dairy waste and water use fee attached. The water community is objecting to the water use fee. Updates should be provided at future Board meetings
- h. CV SALTS – The final program is being developed for adoption by the Regional Board. Work to integrate it with SGMA and other programs is ongoing, final adoption in 2018 is likely.
- i. Regulatory programs – an updated “irrigated lands regulatory program” general order/permit is under consideration by the State Water Resources Control Board that may amend the existing permit by the Central Valley Regional Board.

Priority #4	San Joaquin Rail Service
OCED Staff Liaison	Ismael Herrera
Lead Organization	San Joaquin Valley Regional Rail Commission
Lead Organization Contact	Daniel Leavitt
Quarter	2 <sup>nd</sup> through 4 <sup>th</sup> Quarter 2017
Reporting Period	April 1 - Dec. 31, 2017

During the 4<sup>th</sup> Quarter of 2017, San Joaquin Joint Powers Authority (SJJPA) focused its efforts on finalizing the 'Sacramento Morning Express Service' schedule and supporting projects. The Morning Express Service program's goal is to deliver passengers to Sacramento by 8am. Morning Express Service would help diversify Amtrak San Joaquin's ridership profile by increasing business travelers' utilization of the service. Currently, Amtrak San Joaquin's ridership profile is nearly 90% leisure travelers which makes ridership highly sensitive to changes in economic and market conditions.

Station improvements commenced in the corridor in advance of Sacramento Morning Express Service including both security and safety projects and station parking capacity improvements. These projects will be beneficial to both the new business traveler utilizing the Morning Express Service, but also, the current San Joaquin's leisure traveler.

The Sacramento Morning Express Service is set to launch on May 7, 2018. The daily Morning Express service will begin in Fresno, CA, departing at 4:25AM and will make stops in Madera at 4:50AM, Merced at 5:20AM, Turlock-Denair at 5:42AM, Modesto at 5:57AM, Stockton (Cabral Station) at 6:30AM, Lodi at 6:44AM, and will arrive at the downtown Sacramento Valley Station at 7:41AM. Return service will depart Sacramento at 12:41PM and 5:30PM, making stops at each of the stations along the San Joaquin's Southbound line.

SJJPA is planning for the Sacramento Morning Express Service to be the first step to delivering increased rail service to the Sacramento Region. Currently, the San Joaquin's have two daily round-trips to Sacramento which is not a sufficient level of service. Along with the San Joaquin Regional Rail Commission (SJRR), SJJPA submitted a joint application to the California State Transportation Agency (CalSTA) for SB 1 and Cap & Trade funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the "Valley Rail" project.

Valley Rail implements two new daily round-trips for the Amtrak San Joaquin's service to better connect San Joaquin Valley travelers with the Sacramento Area, and an extension of Altamont Corridor Express (ACE) between Sacramento and Merced which builds upon ACE funding from Senate Bill (SB) 132. In addition, Valley Rail will convert the entire fleet including the thruway bus network to renewable diesel fuel, providing greenhouse gas (GHG) benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) San Joaquin's and ACE services.

Valley Rail is ready to advance. If the SJJPA/SJRRC joint TIRCP application is successful in receiving SB 1 funding, construction is anticipated to start in 2019. The environmental process is underway and draft documents for public review will be available for the ACE Extension to Sacramento in Summer 2018 and for the ACE Extension to Ceres in Fall 2018.

At the December 8, 2017 Board Meeting, Dan Leavitt provided a presentation to the Partnership Board of Directors detailing the contents of the Valley Rail TIRCP Application. The Partnership sent a letter of support for "Valley Rail" to California State Transportation Agency encouraging it to fund Valley Rail for its numerous beneficial impacts to the San Joaquin Valley and California as a whole. Additionally, the Partnership sent an email to its Board of Directors to encourage additional letters of support to be submitted from the represented businesses, organizations, and agencies. TIRCP grant awards will be announced in April of 2018.



California Partnership for the  
San Joaquin Valley

## Work Group Reports

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March 2018

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Work Group	Air Quality
OCED Staff Liaison	Ismael Herrera
Lead Organization	San Joaquin Valley Air Pollution Control District
Lead Organization Contact	Jaime Holt
Quarter	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter 2017
Reporting Period	July 1 - Dec. 31, 2017

In August of 2017, the Valley submitted a Clean Data Finding to EPA demonstrating that the District now meets the national 1997 24-hour PM2.5 standard. Due to the significant investments made by Valley businesses and residents and stringent regulatory programs by the San Joaquin Valley Air Pollution Control District and State Air Resources Board (ARB), the Valley's ozone and PM2.5 precursor emissions are at historically low levels and air quality over the past two years has been better than any other time on record. The Valley attained the 1-hour ozone standard in 2014, and despite the continuation of stagnant conditions, drought, and wildfires, the Valley now meets the 1997 24-hour PM2.5 standard of 65 µg/m<sup>3</sup> based on monitoring data from the three-year period from 2014 to 2016.

In addition, the San Joaquin Valley Air Pollution Control District (District) adopted an amendment to Rule 3110 to reduce the fees paid by Valley businesses subject to the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588). The District invested significantly in upfront streamlining of the AB2588 program administration and implementation processes, reducing both the District's and the regulated businesses' costs of implementation, while simultaneously improving the protection of the public health via the implementation of the District's more health protective air toxics health risk assessment methodologies. The rule amendments will result in a 30% reduction in fees charged to facilities subject to the Air Toxics "Hot Spots" program, over the multi-year cycle of the program, compared to the fees that would have been collected under the current rule.

Also in August, the District provided \$1,812,500 for a clean air project at the Port of Stockton aimed at reducing air pollution and improving public health in communities near the port. The funding provided by the District will help pay for replacing two old locomotives with the newer Tier 4 engines that are 90% cleaner and will reduce 218 tons of emissions. The District was also able to secure an additional \$3,067,657 from a number of partners including \$392,657 from the City of Stockton's Terminal and Eastern Tax and Metro Ports Use Tax revenues. The first project, a partnership with Omni TRAX, Inc., will replace one pre-model year 1973 non-regulated and unmodified 1963 built EMD SW1200 diesel Switch locomotive with a new Tier 4 Knoxville Locomotive Works (KLW) SE10B T4L four-axle diesel Switcher. The replacement locomotive will be a single-engine EPA Tier 4 certified and ARB verified Switcher locomotive. The new locomotive is more than 90% cleaner than the existing, high-polluting locomotive it is replacing. Based on past usage records, the existing Switcher's annual fuel usage is 16,000 gallons/year. The existing Switcher is used within the Stockton Terminal and Eastern Rail Yard in

Stockton and throughout 10 miles of track, eight miles of which are through residential neighborhoods within the city of Stockton and two miles through commercial and residential zoned areas. The Valley Air District is funding slightly less than 50% of the total cost. The second project, a partnership with the Metropolitan Stevedore Company, will replace one non-regulated and unmodified 1984 built GE C30-7 six axle diesel line-haul locomotive with a new Tier 4 Knoxville Locomotive Works (KLW) SE24C DET4L six-axle diesel line-haul locomotive. The replacement locomotive will be a single-engine EPA Tier 4 certified and ARB verified line haul locomotive. The new locomotive is more than 90% cleaner than the existing, high-polluting locomotive being replaced. Based on past usage records, the existing locomotive annual fuel usage is 26,673 gallon/year. The existing GE C30-7 locomotive is used to breakdown incoming rail car trains and for unloading and exporting shipments of mineral commodities. This locomotive operates within the Port of Stockton property. The Valley Air District is funding approximately 30% of the total cost.

In October of 2017, the Valley was awarded \$2,389,959 in funding from the United States Environmental Protection Agency (EPA) to replace heavy-duty trucks and agricultural equipment in the San Joaquin Valley. These two grants were awarded under EPA's highly competitive Diesel Emission Reduction Account (DERA) Program and together represent one-third of the total funding available to the states in Region 9. The truck funding will be utilized in the District's highly-successful Truck Voucher Program which, to date, has replaced more than 1,469 older, high-polluting trucks with new, cleaner vehicles. This grant will provide funding to replace an additional 52 trucks. The funding for agricultural equipment will be utilized in the District's existing Agricultural Tractor Replacement Program, which to date has replaced more than 3,800 older, high-polluting agricultural tractors with new, significantly cleaner units. This grant will provide funding to replace an additional 92 tractors.

Additionally, a pilot program aimed at reducing emissions associated with feeding operations at Valley dairies and other confined animal feeding operations was launched. Based on a successful demonstration project, the District partnered with Valley agricultural stakeholders to design a voluntary incentive program to convert several elements of existing feeding operations from diesel power to electricity with the objective of further demonstrating that diesel emissions could be significantly reduced at dairies in a cost-effective manner. A majority of the emission reductions are expected to be achieved through the elimination of large agricultural tractors used thousands of hours per year to pull power take off (PTO) driven feed mixers in favor of a new electric feed mixing systems. With the Governing Board's approval, the District allocated \$4,000,000 in District incentive funds to fund this pilot program and work closely with the agricultural industry on broad program outreach.

Several enhancements to the Valley's innovative Charge Up! Electric Vehicle Charger Incentive Program were also implemented in October. Based on the experience gained in operating this successful program for the past two years, these enhancements are aimed at further increasing efficiency and broadening public access. In addition, the enhancements

approved by the Board will also position the District to leverage new funding and programs supported by other entities aimed at expanding electric vehicle charging infrastructure in the San Joaquin Valley. Enhancements to the program include shifting to a more streamlined voucher-based approval system and adding a new funding category to provide incentives for the installation of workplace charging at Valley businesses.

The Valley received \$2,999,800 in state Cap and Trade funds to administer two innovative car-sharing and clean mobility projects in disadvantaged communities throughout the San Joaquin Valley. As part of the District's ongoing efforts to secure the Valley's fair share of Cap and Trade funds, the District submitted two proposals in response to ARB's competitive solicitation for car-sharing and clean mobility projects. The District was awarded funding for both projects, representing more than one-third of the total funding available under this solicitation. The two projects selected include \$2,250,000 in funding for an innovative ride-sharing program utilizing electric vehicles, with associated charging infrastructure as well as \$749,800 for a zero-emission vanpool program, coupled with e-bike deployment in disadvantaged communities surrounding several Valley universities. Both projects include strong, targeted outreach components that will ensure broad access to these important programs.

In December 2017, funding was approved to demonstrate the first-of-its kind high-efficiency, opposed piston diesel engine technology capable of meeting the near-zero 0.02 g/bhp-hr NOx emissions standard. The engines will be integrated into Class 8 on-road trucks. The trucks will be operated in regional long-haul routes, including in disadvantaged communities throughout the Valley. This will be the first demonstration in the U.S. of a high efficiency and low-NOx engine powertrain vehicle in Class 8 applications. If successfully commercialized, this near-zero diesel engine technology can provide for significant fuel savings while taking advantage of existing diesel fueling infrastructure, which have been significant challenges in the broad deployment of other zero and near-zero technologies in long-haul applications that make up a large portion of the Valley's emissions. With the Governing Board's approval, the District allocated \$1,000,000 in funding from the Technology Advancement Program to support the demonstration of this project in the Valley. Additional funding in the amount of \$7 million from the California Air resources Board, \$7.7 million from Achates Power and Partners, and \$1 million from South Coast Air Quality Management District was received for this project.

Additionally, the Valley received \$88,400,000 in state Cap and Trade Funds for the primary purpose of improving public health in accordance with AB 617 in the Valley's disadvantaged communities while maximizing opportunities to advance efforts necessary to attain the federal health-based standards for PM2.5 and ozone. As a direct result of the District's ongoing advocacy efforts and working closely with Valley stakeholders, the recently approved Cap and Trade legislative package includes significant new funding for the Valley that will greatly assist in achieving the enormous emissions reductions necessary for our upcoming State

Implementation Plans. This includes \$80,000,000 to fund voluntary clean air projects in disadvantaged and low-income communities throughout the Valley with a significant focus on community engagement. Additionally, the District will receive \$8,400,000 in funding to implement requirements in AB 617 related to monitoring and reporting of emissions from facilities subject to the Cap and Trade regulation.

Finally, the Valley received \$772,555 in state Cap and Trade funds to demonstrate innovative, zero-emission cargo handling equipment at the Port of Stockton. As part of the District's ongoing efforts to secure the Valley's fair share of Cap and Trade funds, the District submitted a proposal in response to ARB's competitive solicitation for off-road advanced technology demonstration projects. The District was awarded full funding for this project and will work with project partners to demonstrate two high-lift-capacity fully battery electric forklifts and associated charging equipment at the Port of Stockton. The District anticipates deployment of the new equipment and demonstration to begin in 2018, with full project completion anticipated by late 2019/early 2020. While this demonstration project will be focused on the Port of Stockton, this technology has the potential to be replicated and provide benefits at industrial facilities, warehouses, packing houses, cold-storage facilities and other distribution facilities District-wide.

Work Group	Energy
OCED Staff Liaison	Erik Cherkaski
Lead Organization	San Joaquin Valley Clean Energy Organization
Lead Organization Contact	Courtney Kalashian/Paul Johnson
Quarter	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter 2017
Reporting Period	July 1 - Dec. 31, 2017

On November 2<sup>nd</sup> and 3<sup>rd</sup> 2017, the Office of Community and Economic Development, in partnership with the San Joaquin Valley Clean Energy Organization and Biodico, hosted a two day Zero Net Energy Farm Summit in Five Points, CA. Day 1 tours of Biodico’s Zero Net Energy Farm (ZNEF) project at Red Rock Ranch, a self-sustaining property where the amount of energy used is equivalent to the amount of renewable energy created on site. Day 2 was a conference providing an in depth panel discussions and presentation on the project, and its impact from a policy, technical, economic development and agriculture perspective for the San Joaquin Valley. Over 100 participants from

In December, The California Energy Commission awarded \$750,000 to CALSTART, the Office of Community and Economic Development, Fresno EOC, Fresno Metro Ministry, CSU, Fresno Transportation Institute, and the University of Colorado, Denver to assist Fresno City College students with clean emission ride sharing options for commuting to campus. The “Bolt to College” project will develop a transportation service utilizing booth traditional transit and all electric, zero emission vehicles. This 18-month initiative will provide a new battery-electric Chevrolet Bolt EV for the on-demand ridesharing operation.

Spanning 18 months, The “Bolt to College” project will meet the following goals: (1) create an on-demand, subscription-based, door-to-door service for FCC students from the Kerman area; (2) highlight the value and reliability of using zero-emission vehicles for ridesharing opportunities in rural areas; and (3) demonstrate how existing rural transit services in rural areas can benefit by adding advanced zero emission vehicles and innovative ride-matching services. The project will kick off during the first quarter of 2018.

Work Group	Economic Development
OCED Staff Liaison	Ismael Herrera
Lead Organization	California Central Valley Economic Development Corporation
Lead Organization Contact	Jennifer Faughn
Quarter	3 <sup>rd</sup> and 4 <sup>th</sup> Quarter 2017
Reporting Period	July 1 - Dec. 31, 2017

California Central Valley EDC (CCVEDC) is the regional economic development marketing group for the 8-county region; focusing on national outreach to new business and brokers that need sites, information and solutions. During the 3<sup>rd</sup> and 4<sup>th</sup> Quarter of 2017, CCVEDC provided a region-wide proposal to 18 companies looking for a location. In addition, there were 4 companies/projects that made Central Valley their home: 2 Distributors, 1 Retail Development and 1 Electric Car Manufacturer who together are expected to create over **2300 jobs**.

**BROKER MISSIONS-** CCVEDC conducted **two (2)** missions where we go to meet with groups of brokers at major brokerage houses: in the **Chicago** area we marketed to about 250 brokers with 17 meetings that led to three prospects, three leads and one RFI; and in the **Southern California** area we also marketing to about 250 brokers with 10 meetings and three leads. Each mission is to discuss the value of doing business in Central California, with site selectors, brokers and tenant representatives.

**SOCIETY OF INDUSTRIAL AND OFFICE REALTORS-** CCVEDC participated in **six (6)** Northern California SIOR and Southern California SIOR activities. The highlights were the Northern California Tahoe Dinner where CCVEDC reps networked with over 70 real estate contacts and netted a prospect; and the SIOR Holiday Dinner with over 133 attendees. These events keep the Central Valley in touch with top decision makers in the real estate industry.

**ENEWS and COUNTY SPOTLIGHTS** - CCVEDC has a monthly newsletter that is emailed out to all the industry and broker contacts that have been accumulated. Quarterly these emails are good news and economic stories about the valley. On the other months, individual counties have an opportunity to be highlighted. **Two (2)** newsletters were distributed: Regional Industry and Real Estate News. The open rate exceeds industry standards by almost 10%.

**REGIONAL LEADERSHIP-** The CCVEDC provides regional leadership through: its work to educate Sacramento legislators on issues affecting the valley; representation with for the California Partnership for the San Joaquin Valley; and participation in regional, statewide and national boards. CCVEDC's Chair of External Affairs, Lee Ann Eager, sits on three state-wide committees representing the Central Valley and leads the Valley's Foreign Trade Initiative:

- California Partnership for the San Joaquin Valley
- State of California Workforce Development Board
- Global Cities Initiative
- International Trade and Investment Advisory to the State of California

**WEBSITE-** CCVEDC's new website is online and is an important outreach tool and is targeted toward site selection professionals and potential companies. It provides valuable and comprehensive demographic information and news the Central Valley Region. In addition to having a searchable real estate database, the website provides businesses with information necessary for site selection. "One Region ... One Contact" continues to be the most noteworthy component of the regional economic development plan. When a prospective site selector calls 888-998-2345 for information, they gain access to the Central Valley's eight economic development corporations for sites, information and solutions.

Activity	Name/Place	Contacts	RESULTS /Comments
ENEWS June 24, 2017	Regional Industry and Real Estate News-Brokers	2224	<b>COMPLETE Results: 2224 contacts, 24.6% open rate, 9.1% click through</b>
ENEWS July 1, 2017	Regional Industry and Real Estate News-Industry Leads, WestPack and Food Processing	648	<b>COMPLETE Results: 648 contacts, 34% open rate, 7% click through</b>
BOARD MEETING July 21, 2017	CCVEDC Board Meeting- Conference Call 10 am		<b>COMPLETE Conference Call</b> 1-712-432-3022 Code: 703566
BROKER EVENT and Mini Mission August 8-9, 2017	SIOR So CA – Angels game Angel Stadium of Anaheim (Aug 9 <sup>th</sup> 12:30 to 3:30)	40	<b>COMPLETE</b> Reps: Bobby and Melinda Results: Appt. with VOIT and dropped packets for CBRE
BOARD MEETING August 18, 2017	CCVEDC Board Meeting Fresno EDC10:00 to 12:00		<b>COMPLETE Meeting</b>
BROKER EVENT September 11, 2017	SIOR So CA Golf Tourney- Dove Canyon Country Club (10:00 – 7:00) 22682 Golf Club Drive 92679	120	<b>COMPLETE</b> Reps: Melinda, Jay, Bobby, Mike <b>Results: 108 attendees, 40 brokers, 1 prospect</b>
BROKER EVENT September 14, 2017	SIOR So CA –Dinner & Networking The Capital Grill- Costa Mesa (5:30-8:30)	40	<b>Reps: None</b>
BOARD MEETING Sept. 14 , 2017 (Thurs)	CCVEDC Board Meeting Fresno EDC 10:00 to 12:00		<b>COMPLETE Conference Call</b>
CPSJV Sept 15, 2017	Partnership Meeting		<b>COMPLETE Results:</b> CCVEDC gave presentation on Ecommerce and Distribution trends. Reps: Lee Ann, Mark H., Melinda, Mark M. and Jennifer
BROKER EVENT September 21, 2017	SIOR NOR CA Tahoe Dinner Edgewood, Lake Tahoe	70	<b>COMPLETE</b> Reps: Bobby, Tyler <b>Results:</b> 25 brokers, great event, 1 prospect
MISSION Sept 25-28, 2017	Chicago Travel Mon, Tues-Thurs appts.	250	<b>COMPLETE</b> Reps: Bobby, John, Melinda <b>Results: 17 meetings, 3 Prospects, 3 Leads and 1 RFI</b>
BROKER EVENT October 5, 2017	SIOR So Cal Day at the Races- Santa Anita, 11-4 pm	50	<b>COMPLETE</b> Reps: Bobby, Melinda
CONFERENCE October 26-28, 2017	National SIOR Conference Chicago, IL		<b>Not a CCVEDC sponsored event</b> Members attending: SJP (Scheduled 2 meetings)
BOARD MEETING October 20, 2017	CCVEDC Board Meeting Fresno EDC 10:00 to 12:00		<b>COMPLETE Meeting</b>
BROKER EVENT November 9, 2017	SIOR So CA – Networking Dinner	60	<b>COMPLETE</b> Reps: Melinda
MISSION November 14-15, 2017	Newport & Orange Tues, Wed	250	<b>COMPLETE</b> Reps: Melinda, Bobby, Mark M. <b>Results: 10 appointments, 3 leads</b>
BROKER EVENT November 16, 2017	SIOR Night at the Shark Tank San Jose, CA	40	<b>COMPLETE</b> Reps: Mike
ENEWS November 19, 2017	Regional Industry and Real Estate News <b>Lists-California Broker Lists, Food Processors, WestPack, National Broker</b>	3500	<b>RESULTS:</b> 3500 sent, 24.8 % open rate, 9.8% unique clicks
BROKER EVENT December 1, 2017	San Francisco- SIOR Holiday Luncheon St. Francis Yacht Club, San Francisco	133	<b>COMPLETE</b> Reps: Bobby
CPSJV Dec 8, 2017	Partnership Meeting		<b>CCVEDC leads Econ Dev Committee</b>
BOARD MEETING December 15, 2017	CCVEDC Board Meeting Fresno EDC10:00 to 12:00		<b>COMPLETE</b>

Work Group	Sustainable Communities
OCED Staff Liaison	Ismael Herrera
Lead Organization	San Joaquin Valley Regional Planning Agencies Policy Council (RPC)
Lead Organization Contact	Michael Sigala
Quarter	2 <sup>nd</sup> through 4 <sup>th</sup> Quarter 2017
Reporting Period	April 1 - Dec. 31, 2017

The **San Joaquin Valley Regional Planning Agencies Policy Council (RPC)** was established to discuss and build regional consensus on issues of importance to the San Joaquin Valley (Valley) eight-county region. RPC includes the San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Tulare County Association of Governments and Kern Council of Governments. RPC consists of two elected officials from the boards of each regional planning agency and the executive director of the San Joaquin Valley Air Pollution Control District (Air District). The San Joaquin Valley Regional Policy Council is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges and opportunities. The following highlights some of the major accomplishments and activities of the RPC during the reporting period.

**Valley Voice** is the RPC's advocacy program that communicates the region's priorities to state and federal legislators. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice. During the reporting period, a Valley Voice delegation of 28 representatives travelled to Washington DC in September 2017. Meetings were held with White House staff, California legislators, and Department of Transportation, USDA, and others to discuss the importance of goods movement, relief from Buy America requirements, Regional Transportation Plan adoption changes, Aviation Fuel Sales Tax (HR 4441), Clean Air Act modernization, and other transportation related issues. Valley Voice Sacramento is scheduled for March 7, 2018.

**Regional Priority Project Funding under SB 1** continues to be an important undertaking by the RPC. Funding for the completion of the State Route 99 as approved in the 99 Business Plan is of upmost importance for the efficient movement of people and goods. SR 99 is the backbone of the Valley's economy, is over-concentrated with truck traffic, and is rated one of the most unsafe and deadliest freeways in the nation. Much of these circumstances are worsened by the bottleneck areas where two lane traffic in each direction causes congestion and unsafe driving conditions. The regional planning agencies of the San Joaquin Valley are working with federal and state agencies to fund major improvements along SR 99 and other major east-west regional corridors. With the passage of SB 1, the prospect of funding these improvements is better but still challenging as other more populated regions of the state demand funds as

well. Major advocacy continues for funding under the State Inter-Regional Transportation Improvement Program, Trade Corridor Enhancement Program and Solutions for Congested Corridors programs.

**Sustainable Communities Strategy (SCS) and Regional Transportation Plan (RTP)** work activities are ongoing, and as a result, MPO staff are continually engaged in these planning activities. Currently, staff is working on the 2018 RTP/SCS cycle. SCS is part of each county's RTP and integrates transportation, land-use, and housing policies for achieving greenhouse gas emissions reductions as required by Senate Bill 375. Extensive resources were expended for modeling, community outreach, environmental reviews, and technical analysis related to establishing a greenhouse gas target for the Valley. This work effort is coordinated with the California Air Resources Board. As of December 2017, each RPA has an adopted SCS/RTP for the previous cycle and are working with the California Air Resources Board to establish greenhouse gas reduction targets for the 2018 cycle.

**Goods Movement Planning** was completed during the reporting period with two Caltrans funded planning studies finalized: 1) I-5/SR 99 Goods Movement Corridor Study – Specifically analyzing the major north-south corridors of the Valley and making recommendations for improving mobility and safety, including a demonstration project. And, 2) SJV Goods Movement Sustainable Implementation Plan – Specifically analyzing critical first-and-last-mile connectors, truck parking and routing, priority rural corridors, and freight modeling. Both studies provide data rich assessments of goods movement flows within and out of the San Joaquin Valley, and help position the valley for goods movement funding opportunities. Major deliverables and other information for both studies can be found on the sjvcog's website:

[http://sjvcogs.org/valleywide\\_activities/good-movement/](http://sjvcogs.org/valleywide_activities/good-movement/)

**Rural Transit Alternatives Study** is a partnership between San Joaquin Valley MPOs, the UC Davis Institute of Transportation Studies (ITS), and Caltrans to examine if shared access services (ride-sourcing and ride-sharing arrangements such as uber/lyft, or car sharing), and other options, can provide alternatives for meeting transportation needs in rural areas of the Valley. The final draft report of the *Opportunities for Shared-Use Mobility Services in Rural Disadvantaged Communities in the California's San Joaquin Valley: Existing Conditions and Conceptual Program Development* was completed during the reporting period:

<http://sjvcogs.org/wp-content/uploads/2017/09/Final-Report-Transit-Alternatives.pdf>

A conceptual program was designed for areas that would most benefit from shared mobility services: 1) Carsharing and ridesourcing in affordable housing complexes in the Dinuba, Cutler, and Orosi community of Tulare County, and the Lamont-Arvin and Wasco communities of Kern County. And, 2) a technology platform that enables improved efficiency for multiple independently operated demand responsive transportation services in jurisdictions in northeast Stanislaus and southeast San Joaquin counties. The full implementation for this work, beyond planning, has been awarded to the Valley with a \$2.25 million grant from ARB. Implementation work efforts will begin in 2018.

Work Group	Workforce Development
OCED Staff Liaison	Ismael Herrera
Lead Organization(s)	Central California Workforce Collaborative
Lead Organization Contact	Elaine Craig, Madera Workforce Assistance Center
Quarter	2 <sup>nd</sup> , 3 <sup>rd</sup> and 4 <sup>th</sup> Quarter 2017
Reporting Period	April 1, 2017 – December 31, 2017

#### California Workforce Investment Board Slingshot

Approximately \$1 million has been infused into the San Joaquin Valley to fund several strategies. Fresno is serving as lead in collaboration with partners from community colleges, economic development, and employers in the manufacturing and construction/trades industries, to facilitate the needs of industry-related training, credentials/certificates, and career pathways, reciprocity of existing curriculum, and prior learning assessment and credit. A prior learning assessment portal has been developed. Slingshot has partnered with National Society of Manufacturing Engineers and Tooling University for a Mechatronics Pathways for Incumbent Worker Training and a Regional Manufacturing Coordinator has been hired to recruit for this effort. The Central Valley Slingshot Consortium will host a series of meetings beginning in Bakersfield with the date to be determined. A website has been developed at [www.valleymade.net](http://www.valleymade.net) and also a toll free number for interested candidates for training. A presentation will also be provided at the San Joaquin Valley Manufacturers Alliance Summit in April. Training is ongoing with WDBs in the Valley. Slingshot and its scope of work continues to be a focus priority area for the California Workforce Development Board.

#### Veterans Employment-Related Assistance Program

Additional VEAP funds have been received in the region with smaller sub-regions partnering with training being dedicated to manufacturing and transportation and logistics. Stanislaus County is the lead on a VEAP grant with several WDBs participating with health manufacturing, construction and transportation/logistics identified as the needed training.

#### English Language Learner Navigator Project Grant

The Workforce Development Board of Madera County, in collaboration with the Fresno Regional Workforce Board and the Adult Education Consortium, applied for and received a \$500,000 grant for 18 months to work specifically with the English Language Learner population to increase training, skill sets and opportunities for career pathways and self-sufficiency. There were only five awards for the State of California and Madera County was the only rural and Central Valley workforce development area to receive the funding.

#### Workforce Accelerator Funds

Several WDBs in the Valley have been awarded WAF from the California Workforce Development Board with varying projects to include a “mini-One Stop” in the local Department of Corrections, an online platform for job placement and job retention with career coaches and a train the trainer opportunity for a financial literacy curriculum.

#### Workforce Innovation and Opportunity Act

CCWC and its participating WDBs began review and implementation of the newly enacted Workforce Innovation and Opportunity Act (WIO) signed into law by the president in July 2014. CCWC counties have been designated as a region, with the exception of Mother Lode County. All local areas and the respective workforce boards have received certification and designation by the State. The WDBs have satisfactorily completed the Phase I Memorandum of Understanding that was required with all partner agencies and are currently working on the Phase II which is the financial and infrastructure memorandums due by 1 July 2017. The required local and regional plans have been completed and public comment recently closed for these plans and will now be forwarded to the State. A sub region procurement is currently being conducted for the required One Stop Operator and several WDBs have been working on applications to the Governor and State to be the provider of the delivery of services for Adult and Dislocated Worker programs. Madera recently hosted a regional training/boot camp conducted by Business U for 33 workforce development and business specialists professionals from the WDBs. A baseline certification of the one stops must be completed by 31 December 2017. WDBs are currently working on the Hallmarks of Excellence one stop certification which is due June 30, 2018 and is a very comprehensive process with eight criteria that must be satisfied. WDBs have also received regional funding for training and we are currently pending funds for the regional plan implementation.

Central California Workforce Collaborative (CCWC) is a partnership between the workforce development boards (WDBs) and represent the San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, Kern/Inyo/Mono, and Mother Lode counties.



California Partnership for the  
San Joaquin Valley

December 13, 2017

Brian P. Kelly, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: SJJPA/SJRRC TIRCP 2018 Grant Application – Support for Improved Passenger Rail Service to Sacramento

Dear Secretary Kelly,

The California Partnership for the San Joaquin Valley (Partnership) would like to express our strong support for the grant application submitted by the San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRRC) that seeks funding under the Transit and Intercity Rail Capital Program (TIRCP). The proposed project will use rail infrastructure to better connect travelers to and from the Sacramento region with the San Joaquin Valley and the Bay Area. The planned improvements to passenger rail service are cost effective and can be implemented quickly and efficiently. This is an incredibly unique and important opportunity to dramatically improve the regional transportation network and transform how Californians move through the Central Valley and beyond.

The requested grant funding will enable in the near term two more daily round trips for the Amtrak San Joaquins service from Fresno to the Sacramento region using the BNSF Stockton Subdivision and the UPRR Sacramento Subdivision, as well as the extension of Altamont Corridor Express (ACE) service to/from Sacramento. The funding will also enable buildout of new stations located in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas. These new station locations will serve the region well, and a shuttle connection between the Natomas station and the Sacramento International Airport offers a travel solution for residents throughout the Valley.

Extending the ACE service between Natomas and San Jose and between Merced and Natomas will offer a new direct connection between Sacramento and the Bay Area, while increasing frequency of Amtrak San Joaquins service will improve connectivity between the San Joaquin Valley and Sacramento.

The SJJPA/SJRRC proposed rail project would bring major benefits for the entire Central Valley region:

- Better frequency. In order for the service to become a more useful and reliable piece of the Sacramento regional transportation network, it is essential to increase frequency of service.

550 E. Shaw Ave., Suite 230  
Fresno, California 93710

559.278.0721 p  
559.278.6663 f

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

ADMINISTERED BY

**FRESNO STATE.**  
Community and Economic Development

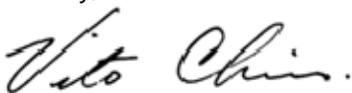
- Better access in Sacramento. By building new platforms along the Sacramento Subdivision tracks, riders would now have access to multiple stations that serve the region in convenient locations and connect to the Sacramento Regional Transit network.
- Better mobility options. Improving frequency of service to the Sacramento market would provide an attractive way to connect travelers to the state capital – an important opportunity to serve business travelers and respond to economic development patterns.
- Direct connection to Bay Area markets. Sacramento is part of a growing mega-region with key economic opportunities that depend on easy access to the Bay Area. The proposed ACE extension would complement the existing Capitol Corridor service, connecting Sacramento to different parts of the Bay Area and facilitating future growth.

Overall, this project would also bring significant environmental benefits by reducing car travel and congestion and therefore reducing greenhouse gas emissions (GHG). The GHG benefits of rail would continue to grow over time as frequency increases and rider population grows.

Improved passenger rail is an essential component of the future transportation network for the Northern California mega-region and the greater Central Valley. Increased frequency will make the service a viable and attractive option for business travelers, leisure travelers, and those living in transit-dependent households. It will drive economic growth, encourage transit-oriented development, and increase bicycle and pedestrian activity for connections to the stations.

The Partnership strongly supports this plan for improved passenger rail. Overall, we see this project as an important strategy to reduce congestion, improve quality of life, and pursue a comprehensive and more sustainable transportation network for our future. Thank you for considering the SJJPA/SJRRRC grant application.

Sincerely,



Supervisor Vito Chiesa  
Board Chair



Secretary Karen Ross  
Deputy Co-Chair



Luisa Medina  
Deputy Co-Chair



California Partnership for the  
San Joaquin Valley

February 6, 2018

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

Re: Priority Projects for the Solutions for Congested Corridors Program (SCCP)

Dear Ms. Bransen,

The California Partnership for the San Joaquin Valley would like to express our unified support for priority regional projects seeking funding from the Solutions for Congested Corridors Program (SCCP). We applaud the California Transportation Commission for providing the resources to achieve a balanced set of transportation improvements, by enhancing transportation choices throughout California.

The following San Joaquin Valley applications are priority projects for the region and embody the safety, economic development, and green-house gas reduction criteria identified in the Program:

**State Route 99/120 Interchange Project, San Joaquin County.** Reconstruct the existing SR 99/120 interchange to provide congestion relief and improve operations. The Project will add new auxiliary lanes, a new grade separation bridge structure for Austin Road & UPRR, realign an at-grade railroad crossing, construct additional connector lanes, realign ramps and construct local roads for access. The purpose of the project is to provide traffic congestion relief and improve operations of the SR-99/120 connectors and the Austin Road Interchange.

**24th Street Improvement Project, Kern County.** The 24th Street Improvement Project addresses the deficiencies within the central section of an 18-mile east-west crosstown corridor. This heavily-travelled commuter corridor connects east and west Bakersfield residential and commercial neighborhoods, and provides primary access to the central business district from State Route 99. This Project is one of the projects included under the Thomas Roads Improvement Program and is needed to relieve communitywide traffic congestion, and to facilitate regional mobility, economic growth and development within metropolitan Bakersfield.

Overall, these projects enhance the transportation choices for residents in the northern and southern metropolitan regions of the San Joaquin Valley, and provide positive community and environmental benefits. The level of collaboration and comprehensive planning that each project represents is unheralded, and speaks to our region's ability to work together and effectively deliver timely projects.

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ADMINISTERED BY  
**FRESNOSTATE**  
Community and Economic Development

Again, we would like to thank you for the opportunity to provide this input and encourage you to continue to invest in the transportation infrastructure of the San Joaquin Valley. The subject project proposals to the Solutions for Congested Corridor Program will improve our quality of life, and help develop a sustainable transportation network for our future. Thank you for your consideration.

Respectfully,



Vito Chiesa  
Board Chair



Karen Ross  
Deputy Co-Chair



Luisa Medina  
Deputy Co-Chair

## 2018-19\* Partnership Board of Directors Meeting Schedule

2018

DATE	COUNTY
March 16	Merced
June 15	Tulare
September 21	Fresno
December 7	San Joaquin

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