

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0021
(916) 319-2021
FAX (916) 319-2121

DISTRICT OFFICE
690 W. 16TH STREET
MERCED, CA 95340
(209) 726-5465
FAX (209) 726-5469

E-MAIL
Assemblymember.Gray@assembly.ca.gov

Assembly California Legislature



ADAM C. GRAY
ASSEMBLYMEMBER, TWENTY-FIRST DISTRICT

DISTRICT OFFICE
1010 TENTH STREET, SUITE 5800
MODESTO, CA 95354
(209) 521-2111
FAX (209) 521-2102

COMMITTEES
CHAIR: GOVERNMENTAL ORGANIZATION
AGRICULTURE
REVENUE AND TAXATION
JOINT LEGISLATIVE COMMITTEE ON
EMERGENCY MANAGEMENT
CHAIR: SELECT COMMITTEE ON HEALTH
ACCESS IN RURAL COMMUNITIES

November 15, 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,

I strongly support 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 original plan for the combined State and Federal funding was to build the backbone of the system in the San Joaquin Valley from Bakersfield to Merced. This 171-mile segment was the best use of the available funding providing a usable segment as required by the Federal grants.

I am quite sure that the Federal ARRA funds were specifically programmed for this Valley segment.

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 the Bay Area and bus connections south of Bakersfield to Southern California create benefits including:

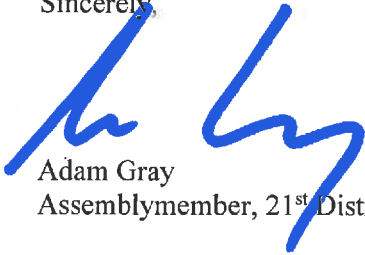
- Faster, more frequent and more reliable passenger rail service than is currently available;
- Reduced travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhanced connectivity and accessibility to other passenger rail services;
- The highest ridership and revenue potential of any Central Valley option;
- Improved air quality in the Central Valley by shifting from diesel to clean, electrically powered trains and reducing traffic on Hwy. 99 and I-5;
- Infrastructure offering significant benefits to both passenger and freight movement; and
- A track for early testing of high-speed operations and passenger use.



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.

I am pleased to respond to any questions that the Board may have regarding this matter.

Sincerely,



Adam Gray
Assemblymember, 21st District

Cc: Brian Kelly, CEO, California High Speed Rail Authority
Brian Annis, CFO, California High Speed Rail Authority
David Kim, Secretary, California State Transportation Agency
Chad Edison, Deputy Secretary, California State Transportation Agency
Anthony Williams, Legislative Liaison, Office of Governor Newsom



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.

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

559.278.0721 p
559.278.6663 f

www.sjvpartnership.org

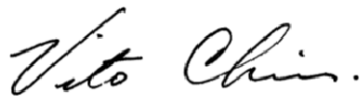
ADMINISTERED BY

FRESNO STATE
Community and Economic Development

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



MAYOR LEE BRAND

October 31, 2019

Honorable 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 Chair Mendonca,

As the City of Fresno's Mayor, I strongly support Governor Newsom's plan and the California High Speed Rail Authority's policy recommendation (2019 Project Update Report, released May 1) to pursue a Merced-Fresno-Bakersfield interim high-speed rail operating segment. The Merced-Fresno-Bakersfield segment will provide high-speed rail service to Californians at the earliest possible time while at the same time leveraging the maximum degree of connectivity to other key rail services. During this time important project development work would also continue in other parts of the state.

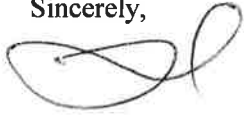
The initial 171-mile high-speed rail segment – coordinated with the State Rail Plan north of Merced to Sacramento and the Bay Area, and bus connections south of Bakersfield to Southern California – would create significant benefits. Among those:

- Faster, more frequent and more reliable passenger rail service than is currently available;
- Reduced travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 100 minutes;
- Enhanced connectivity and accessibility to other passenger rail services;
- The highest ridership and revenue potential of any Central Valley option;
- Improved air quality in the Central Valley, which would be accomplished by shifting from diesel to clean, electric-powered trains;
- An overall infrastructure configuration offering significant benefits to passenger and freight movement;
- Early testing of high-speed operations and passenger use as well as reducing ramp-up time for future extensions.

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 all 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.

Sincerely,

A handwritten signature in black ink, appearing to be 'Lee Brand', written in a cursive style.

Lee Brand
Fresno Mayor

cc: Brian Kelly, CEO, California High Speed Rail Authority
Brian Annis, Chief Financial Officer, California High Speed Rail Authority
Chad Edison, Deputy Secretary, Transportation, California State Transportation Agency



CITY OF MERCED

MERCED

(209) 385-6834 • (209) 723-1780 FAX

October 10, 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 City of Merced has been a strong supporter of the California High-Speed Rail since its beginnings, and continues to believe in its mission of meeting the state's 21st Century transportation needs. Under the current plan, Merced will serve as a transit hub, connecting High-Speed Rail with the ACE train and Amtrak, serving as a vital link to the Bay Area and Sacramento. We believe California's future lies in passenger rail, and those tracks go through Merced.

The City of Merced 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 improving other 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:

- Providing much faster, more frequent and more reliable passenger rail service than is currently available in this corridor;
- Reducing travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhancing connectivity and accessibility to other passenger rail services;
- Providing the highest ridership and revenue potential of any Central Valley option;
- Improving air quality in the Central Valley by shifting from diesel to clean, electrically powered trains;

- Providing an overall infrastructure configuration offering significant benefits to both passenger and freight movement; and
- Allowing for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

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

Sincerely,



Michael W. Murphy, Mayor
City of Merced

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

678 WEST 18TH STREET MERCED, CA 95340



OFFICE OF THE
CITY COUNCIL

JAY SCHENIRER

COUNCILMEMBER
DISTRICT FIVE

CITY OF SACRAMENTO
CALIFORNIA

October 31, 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,

On behalf of the City of Sacramento, I write to express our continued support of high-speed rail and the Governor's Plan and CHSRA's policy recommendations to pursue a Merced-Fresno-Bakersfield interim operating segment that provide Sacramento a connection to high-speed rail service at Merced in the Phase 1 project.

This support is consistent with our current General Plan policies. Sacramento continues to support the eventual Phase 2 extension into the City, however, this segment to Merced will allow a direct connection to the high speed system, leveraging the state's funding of expanding San Joaquin and anticipated Altamont Corridor Express service originating in Sacramento with the \$500.5M funding from the Transit and Intercity Rail Capital Program (TIRCP).

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, will create significant benefits for Sacramento, including:

- Providing faster, more frequent and more reliable passenger rail service than is currently available in this corridor with rail travel times reduced between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhancing connectivity and accessibility to San Joaquins and ACE services in Sacramento with connection to Sacramento International Airport via direct shuttle funded by the 2018 TIRCP grant;

- Supporting our region's air quality goals by shifting from diesel to clean, electrically powered trains;

Sacramento rail passengers will greatly benefit from reducing train travel by 90 to 100 minutes to and from Southern California. Direct connections in Merced to ACE and the San Joaquins will also translate into faster connections and positive ridership effects to the Capitol Corridor system and Sacramento Regional Transit. The success of this early interim service is essential towards implementing the ultimate high-speed rail system between Sacramento, San Joaquin Valley and Southern California.

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

Sincerely,



Jay Schenirer, Councilmember
Chair, Law and Legislation Committee

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



C I T Y O F S E L M A

1710 TUCKER STREET • SELMA, CALIFORNIA 93662

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

November 7, 2019

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

Dear Honorable Chair Mendonca,

The City of Selma (“Selma”) 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.

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.

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

Sincerely,



Scott Robertson
Mayor of the City of Selma

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

BOARD OF DIRECTORS

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Director

Moses Zapien
*Chief Executive Officer &
President*

December 19, 2019

Honorable 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 Chair Mendonca,

I write in support of 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.

December 19, 2019
Honorable Lenny Mendonca
Page Two

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.

I am very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Moses Zapfen', with a long horizontal flourish extending to the right.

Moses Zapfen
CEO/President

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

JIM COSTA

16TH DISTRICT, CALIFORNIA

WEB PAGE: www.costa.house.gov

COMMITTEE ON AGRICULTURE

CHAIR - SUBCOMMITTEE ON

LIVESTOCK AND FOREIGN AGRICULTURE

COMMITTEE ON NATURAL RESOURCES

SUBCOMMITTEE ON

WATER, OCEANS, AND WILDLIFE



**CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515**

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEE ON
EUROPE, EURASIA, ENERGY, AND THE ENVIRONMENT

TRANSATLANTIC LEGISLATORS' DIALOGUE
CHAIR

NATO PARLIAMENTARY ASSEMBLY
MEMBER

February 7, 2020

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,~~

I strongly support 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, this project is essential to providing high-speed rail service to Californians at the earliest possible time. The Merced-Fresno-Bakersfield Interim Operating Segment will leverage other improving rail services to provide the maximum degree of connectivity, while important project development work also continues in other parts of the state.

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

- Providing faster, more frequent, and more reliable passenger rail service than currently available in this corridor;
- Reducing travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhancing connectivity and accessibility to other passenger rail services;
- Providing the highest ridership and revenue potential of any Central Valley option;
- Improving air quality in the Central Valley by shifting from diesel to clean, electrically powered trains;
- Establishing an overall infrastructure configuration to facilitate fluid passenger and freight movement; and
- Allowing for early testing of high-speed operations and passenger use that will reduce ramp-up time for future extensions.

Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off travel time between Southern California and the Sacramento and Bay Area. 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 and increase ridership. The success of this early interim service is crucial to implementing the ultimate high-speed rail system between the Bay Area, Sacramento, San Joaquin Valley, and Southern California.

FRESNO OFFICE:
855 M STREET, SUITE 940
FRESNO, CA 93721
PHONE: (559) 495-1620
FAX: (559) 495-1027

MERCED OFFICE:
2222 M STREET, SUITE 305
MERCED, CA 95340
PHONE: (209) 384-1620
FAX: (209) 384-1629

WASHINGTON OFFICE:
2081 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-3341
FAX: (202) 225-9308

For these reasons, I am pleased to offer my support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Costa". The signature is stylized and somewhat abstract, with a large vertical stroke on the left and a smaller, more complex shape on the right.

JIM COSTA
Member of Congress

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

Keep up the good work!

Congress of the United States
House of Representatives
Washington, DC 20515-0510

October 8, 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,

I am writing to express my support for 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 while complying with state environmental and permitting laws. 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.

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.

I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment. If you have any questions, do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Josh Harder". The signature is written in dark ink and is positioned centrally below the word "Sincerely,".

Josh Harder
Member of Congress
10th California District

CENTRAL VALLEY RAIL WORKING GROUP

County of Sacramento

City of Sacramento

City of Elk Grove

City of Galt

Sacramento Area
Council of Governments

Sacramento Regional
Transit District

County of San Joaquin

City of Lodi

City of Stockton

City of Manteca

San Joaquin
Council of Governments

San Joaquin Regional
Rail Commission

San Joaquin
Regional Transit District

County of Stanislaus

City of Modesto

City of Turlock

Stanislaus
Council of Governments

County of Merced

City of Merced

Merced County
Association of Governments

*Member Agencies
in a
Memorandum of
Understanding*

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 Central Valley Rail Working Group 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:

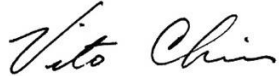
- Provides much faster, more frequent and more reliable passenger rail service than is currently available in this corridor;
- Reduces travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhances connectivity and accessibility to other passenger 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.

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 Central Valley Rail Working Group is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in cursive script that reads "Vito Chiesa".

Vito Chiesa

Stanislaus County Supervisor, StanCOG Board Member, and San Joaquin Joint Powers Authority Chair

On behalf of the Central Valley Rail Working Group

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

January 13, 2020

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 Environmental Justice Coalition for Water 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.

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;
- 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.

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 Environmental Justice Coalition for Water is pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

Esperanza Vielma, Executive Director
Environmental Justice Coalition for Water
espe@ecj4w.org

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

January 13, 2020

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,

Environmental Justice 58 a program of Café Coop 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;
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When we can provide better transit to people, we can provide more opportunities that led to a better environment and improved economy. Both Stockton and Fresno have been awarded the selection of California Air Resources Board for the Community Air Protection Program. These efforts, especially to reduce emissions, can further the goals to improve air quality in the Central Valley, where vulnerable and disadvantaged communities suffer the most from poor air quality.

Environmental Justice 58 is pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

Yolanda Park, Director
Environmental Justice 58 a program of Café Coop

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

October 4, 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,

Fresno Council of Governments 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.

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California. Fresno Council of Governments is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in blue ink that reads "Tony Boren". The signature is written in a cursive, flowing style.

Tony Boren

Executive Director, Fresno Council of Governments

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

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

A decorative graphic at the bottom of the page consisting of several overlapping, curved, light blue and white shapes that resemble stylized waves or a landscape feature. The shapes are layered, with some appearing in front of others, creating a sense of depth and movement.

September 20, 2019

Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

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

Dear Mr. Kelly,

The Merced Boosters Club, is a 50 year old organization comprised of business leaders with the stated mission of promoting economic development in the Merced area. The Club 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:

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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.

Merced is the home of UC Merced. The University is in the final phase of the 2020 Project which is increasing the size of the campus by 1.2 million square feet, literally doubling the size of the campus. Enrollment for the 2018-2018 academic year was 8,544 students with 24.6% coming from the Los Angeles area, 5.8% from the Sacramento area, 22.7% from the San Francisco Bay area, 26.5% from the San Joaquin Valley and 20.4% from other California Counties. The 2020 Project will allow the campus to increase its enrollment to 10,000 students, all potential rail passengers.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Alkema', with a horizontal line extending to the right.

Andrew Alkema
Merced Boosters President

cc. Brian Annis, CFO; Chad Edison, CalSTA

Board of Education: President Adam Cox; Clerk Miguel Lopez; Jessica Kazakos; Emily Langdon; Shane Smith
District Superintendent: RoseMary Parga Duran, Ed.D.

October 9, 2019

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

Attn: Lenny Mendonca, Chair

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

Dear Honorable Chair Mendonca,

I, RoseMary Parga Duran Ed.D, Superintendent of Merced City School District, fully support both the Governor's Plan and CHSRA's policy recommendations (2019 Project Update Report from May 1) to build a high-speed rail line, linking together Merced, Fresno and Bakersfield as soon as possible.

High-speed rail (HSR) would greatly benefit the families served by Merced City School District.

- HSR significantly reduces travel time to the Bay Area, the Capitol and Southern California;
- HSR provides access to safe and reliable transportation to higher education institutions and for Merced City School District graduates;
- Provides much needed jobs for Central Valley families;
- HSR would improve the San Joaquin Valley's unhealthy air quality by reducing the number of vehicles on the road, and by switching from diesel-powered trains to clean electric;
- Improving transportation will improve the economy and quality of life.

Scrapping the Merced-Fresno-Bakersfield section of track would be a complete waste of taxpayer dollars already spent on the project. The voters approved HSR. It is time to deliver.

Mr. Chairman, I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



RoseMary Parga Duran, Ed.D
Superintendent, Merced City School District

Board of Education: President Adam Cox; Clerk Miguel Lopez; Jessica Kazakos; Emily Langdon; Shane Smith
District Superintendent: RoseMary Parga Duran, Ed.D.

October 9, 2019

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

Attn: Brian Kelly, CEO

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

Dear Mr. Kelly,

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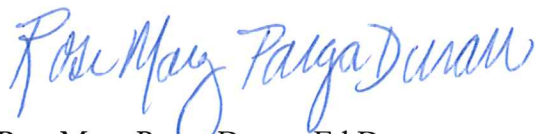
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- Provides much needed jobs for Central Valley families;
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- Improving transportation will improve the economy and quality of life.

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I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



RoseMary Parga Duran, Ed.D
Superintendent, Merced City School District

Board of Education: President Adam Cox; Clerk Miguel Lopez; Jessica Kazakos; Emily Langdon; Shane Smith
District Superintendent: RoseMary Parga Duran, Ed.D.

October 9, 2019

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

Attn: Brian Annis, CFO

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

Dear Mr. Annis,

I, RoseMary Parga Duran Ed.D, Superintendent of Merced City School District, fully support both the Governor's Plan and CHSRA's policy recommendations (2019 Project Update Report from May 1) to build a high-speed rail line, linking together Merced, Fresno and Bakersfield as soon as possible.

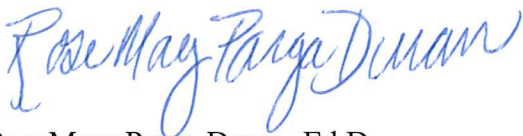
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I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



RoseMary Parga Duran, Ed.D
Superintendent, Merced City School District

Board of Education: President Adam Cox; Clerk Miguel Lopez; Jessica Kazakos; Emily Langdon; Shane Smith
District Superintendent: RoseMary Parga Duran, Ed.D.

October 9, 2019

California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Attn: Chad Edison

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

Dear Mr. Edison,

I, RoseMary Parga Duran Ed.D, Superintendent of Merced City School District, fully support both the Governor's Plan and CHSRA's policy recommendations (2019 Project Update Report from May 1) to build a high-speed rail line, linking together Merced, Fresno and Bakersfield as soon as possible.

High-speed rail (HSR) would greatly benefit the families served by Merced City School District.

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Scrapping the Merced-Fresno-Bakersfield section of track would be a complete waste of taxpayer dollars already spent on the project. The voters approved HSR. It is time to deliver.

I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



RoseMary Parga Duran, Ed.D
Superintendent, Merced City School District

October 7, 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 Merced County Hispanic Chamber of Commerce 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.

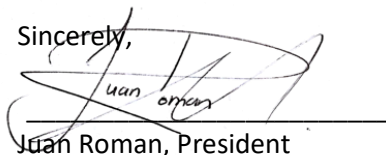
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Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off train travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in Merced to ACE and the San Joaquin will also 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 Merced County Hispanic Chamber of Commerce is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



Juan Roman, President

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



August 04, 2019

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

Modesto Means Business

Chairman of the Board
Steven Rank

Immediate Past Chairman
Eric Tobias

Vice Chairman, Internal Operations
Patricia Gillum

Vice Chairman, External Operations
Tom Nielsen

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- Kathy Monday**
- Michael Moradian**
- Peggy O'Donnell**
- Kristin Reza**
- Bill Robinson**
- Lucy Virgen**
- David Wright**
- Pete Zahos**

Advisors

- Keith Boggs**
- George Boodrookas**
- Melissa Williams**

Interim President & CEO
Trish Christensen

1114 J Street
Modesto, CA 95354
(209) 577-5757
FAX (209) 577-2673



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

Dear Honorable Chair Mendonca,

The Modesto Chamber of Commerce 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.

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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.

Modesto Chamber of Commerce is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,
Steven Rank

Chairman of the Board
Modesto Chamber of Commerce

Cc: Brian Kelly, CEO; Brian Annis, CFO; Chad Edison, CalSTA



RISING SUN

CENTER FOR OPPORTUNITY

January 9, 2020

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,

Rising Sun Center for Opportunity 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.


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Rising Sun Center for Opportunity is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in black ink that reads "Justina Caras". The signature is written in a cursive style with a large initial 'J'.

Justina Caras
Outreach Manager, Central Valley
Rising Sun Center for Opportunity



1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

February 6, 2020

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 Chair Mendonca,

The Sacramento Area Council of Governments (SACOG) supports the Governor’s rail plan and CHSRA’s policy recommendations to continue pursuing a Merced-Fresno-Bakersfield interim operating segment (IOS) for high speed rail. The Merced-Fresno-Bakersfield interim operating segment will leverage the maximum degree of connectivity to other intercity rail services, including the improvements to the ACE/San Joaquin services that link our region to the IOS terminus in Merced.

SACOG’s adopted 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) assumes enhanced intercity rail connections integrated with high speed rail over the coming years. The plan also lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that serves all residents. Outcomes we anticipate from implementing the MTP/SCS include better air quality, open space and natural resources preservation, and helping California achieve its goal of reducing greenhouse gas emissions (GHG) that contribute to climate change.

The Merced-Fresno-Bakersfield Interim Operating Segment is an important step forward in expanding mobility options throughout the Central Valley and beyond. 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. SACOG is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

James Corless
Executive Director

Cc: Brian Kelly, CEO; Brian Annis, CFO; Chad Edison, CalSTA

- Auburn
- Citrus Heights
- Colfax
- Davis
- El Dorado County
- Elk Grove
- Folsom
- Galt
- Isleton
- Lincoln
- Live Oak
- Loomis
- Marysville
- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County



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Transit District**
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and Equal Opportunity Employer

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1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
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Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
www.sacrt.com

Public Transit Since 1973

December 23, 2019

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

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

Dear Chair Mendonca:

On behalf of the Sacramento Regional Transit District (SacRT), I write to express support for Governor Newsom's plan and California High Speed Rail Authority's policy recommendations (2019 Project Update Report released May 1) to pursue moving forward on 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.

SacRT is the largest public transit provider in the Capitol region and we are making remarkable progress with strategic initiatives that have prioritized safety and security, improved light rail, bus and paratransit service, and provide more innovative mobility solutions for residents and visitors to the Sacramento region. Public transit and high speed rail go hand-in-hand as vital links in helping to counter traffic congestion and making connections seamless and convenient.

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 will create significant benefits which include:

- Providing much faster, more frequent and more reliable passenger rail service than is currently available in this corridor;
- Reducing travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhancing connectivity and accessibility to other passenger rail services;
- Allowing for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

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.

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

Sincerely,

Henry Li
General Manager/CEO

CAPITOL OFFICE
STATE CAPITOL
ROOM 5114
SACRAMENTO, CA 95814
TEL (916) 651-4006
FAX (916) 651-4906

DISTRICT OFFICE
2251 FLORIN ROAD
SUITE 156
SACRAMENTO, CA 95822
TEL (916) 262-2904
FAX (916) 914-2179

California State Senate

SENATOR
DR. RICHARD PAN
SIXTH SENATE DISTRICT



CHAIR
HEALTH
BUDGET SUBCOMMITTEE
#3 ON HEALTH
& HUMAN SERVICES

COMMITTEES
BUDGET & FISCAL REVIEW
EDUCATION
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
HUMAN SERVICES
LABOR, PUBLIC EMPLOYMENT
& RETIREMENT

December 8, 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,

As the State Senator representing Sacramento, West Sacramento, Elk Grove, and unincorporated areas of Sacramento County in the State Senate, I am writing this letter to extend my support 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.



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.

I am pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment, if you should have any questions please feel free to reach out to my office at 916-651-4006.

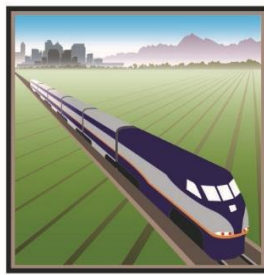
Sincerely,

A handwritten signature in black ink, appearing to read "Richard Pan", written over a horizontal line.

Dr. Richard Pan, Senator 6th District

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

Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
Councilmember **Kevin Romick**, City of Oakley
Supervisor **Rodrigo Espinoza**, Merced County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
Alternate **Daron McDaniel**, Merced County
Alternate **Bob Elliott**, San Joaquin County
Alternate **Francisco Ramirez**, City of Hanford
Alternate **Andrew Medellin**, City of Madera
Alternate **Rey Leon**, City of Huron
Alternate **Bob Link**, City of Visalia

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 San Joaquin Joint Powers Authority (SJJPA) 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.

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- 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.


MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

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

Sincerely,

A handwritten signature in cursive script that reads "Vito Chiesa".

Vito Chiesa
Chair

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



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 San Joaquin Regional Rail Commission 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.

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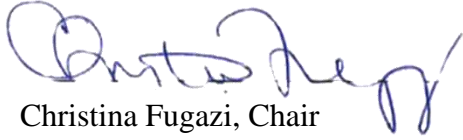
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systems, which will also experience higher ridership. The success of this early interim service is essential towards implementing the ultimate high-speed rail system between the Bay Area, Sacramento, San Joaquin Valley and Southern California.

The San Joaquin Regional Rail Commission is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christina Fugazi". The signature is fluid and cursive, with a large initial "C" and "F".

Christina Fugazi, Chair
San Joaquin Regional Rail Commission

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



Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Mariposa, Merced, Sacramento, San Joaquin, Stanislaus, Tulare
Partners: Amtrak, Caltrans Division of Rail, BNSF Railway Company, Union Pacific Railroad

REPRESENTING COUNTIES ALONG THE SAN JOAQUIN RAIL CORRIDOR

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 San Joaquin Valley Rail Committee 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;
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- 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.

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 San Joaquin Valley Rail Committee is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steve Cohn".

Steve Cohn, Chair
San Joaquin Valley Rail Committee

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

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 Sacramento Regional Rail Working Group 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 Sacramento region will benefit from the buildout of this operating segment by increasing connectivity to our region through other rail lines and points of connection. Merced will become a multimodal hub station where expanded San Joaquins and Altamont Corridor Express (ACE) passenger rail services will directly link the Interim Operating Segment to Sacramento. HSR investment in the San Joaquin Valley has already helped secure \$1 billion in state funds in the corridor between Merced and Sacramento for passenger rail improvements that will provide increased connectivity between Sacramento and the Interim Operating Segment. We look forward to increased frequency of service on the San Joaquins line, and new service to Sacramento from the ACE service. Approval of this Operating Segment will build upon those investments by further increasing connectivity and convenience of those routes.

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.

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 Sacramento Regional Rail Working Group is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



Steve Cohn
Chair, SRRWG

CC: Brian Kelly, CEO
Brian Annis, CFO
Chad Edison, CalSTA

September 25, 2019

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

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 Stanislaus Council of Governments (StanCOG) strongly supports the California High-Speed Rail Authority'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. The Merced-Fresno-Bakersfield interim operating segment will leverage the maximum degree of connectivity to other rail services currently in development, while important project development work also continues in other parts of the state.

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

Policy Board Chair

Jeremy Young

- 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;

Policy Board Vice-Chair

Terry Withrow

- Enhances connectivity and accessibility to other passenger rail services, such as Altamont Corridor Express and Amtrak;
- 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;

Executive Director

Rosa De León Park

- 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.

Mr. Lenny Mendoza
Page 2
September 23, 2019

Rail passengers in California will greatly benefit by reducing their travel time by 90-100 minutes when traveling by rail travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in Merced to ACE and the San Joaquin's will also translate into faster connections to the Capitols, Caltrain, Bay Area Rapid Transit, Sacramento Regional Transit, Valley Link and Valley Transportation Authority 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.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Rosa De León Park".

Rosa De León Park, Executive Director
Stanislaus Council of Governments

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



DEPARTMENT OF PUBLIC WORKS

David A. Leamon, PE, MPA
Public Works Director

Chris Brady, PE
Deputy Director - Design/Survey/Fleet Maintenance

Frederic Clark, PE, LS
Deputy Director - Development/Traffic

Collin Yerzy, PE, QSD/P
Deputy Director – Construction Administration/Operations

Tracie Madison
Senior Business and Finance Manager

www.stancounty.com/publicworks

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,

Stanislaus County Public Works 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.

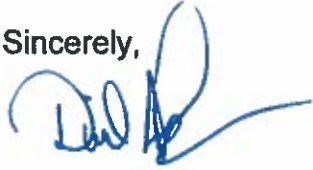
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Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off train travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in Merced to ACE and the San Joaquins will also 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. Stanislaus County Public Works is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,



David A. Leamon
Director of Stanislaus County Public Works &
Commissioner of Roads

DAL/ljh

cc: Brian Kelly, CEO, CHSRA
Brian Annis, CFO, CHSRA
Chad Edison, Chief Deputy Secretary-Rail & Transit, CalSTA



OFFICE OF THE MAYOR

CITY HALL 425 N. El Dorado Street Stockton, CA 95202-1997
209 / 937-8499 Fax 209 / 937-7149

December 30, 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 Chair Mendonca,

As Mayor of the City of Stockton, I strongly support 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.

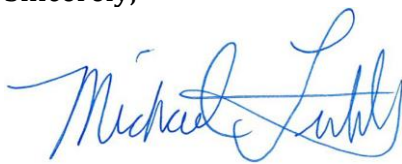
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- Provides an overall infrastructure configuration offering significant benefits to both passenger and freight movement; and
- Allows for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

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.

Thank you for time and consideration. If I can be of further assistance in your deliberations or provide any additional information, please do not hesitate to contact my office at (209) 937-8499.

Sincerely,

A handwritten signature in blue ink that reads "Michael Tubbs". The signature is fluid and cursive, with the first name "Michael" and last name "Tubbs" clearly legible.

Michael Tubbs
Mayor, City of Stockton

December 17, 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,

University of the Pacific 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.

With campuses in Stockton, Sacramento and San Francisco, we view the development of rail options and enhancements as crucial moving forward.

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;
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- 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.

Maria Pallavicini, Ph.D.

Interim President

Office of the President

3601 Pacific Avenue

Stockton, CA 95211

Tel 209.946.2222

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.

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


Sincerely,

A handwritten signature in blue ink that reads "Maria Pallavicini" followed by a long, sweeping horizontal line.

Maria Pallavicini, PhD
Interim President

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



 3400 3rd Avenue, Sacramento, CA 95817

 (916) 325-1630

 valleyvision.org

Founding Emeritus

Len McCandliss
James McClatchy
Gordon Schaber

Board of Directors

Chair
Scott Shapiro

Vice Chair

Brian King

Treasurer

Edmundo Castaneda

Directors

Naaz Alikhan
Stephanie Bray
David Cheney
George Claire
Linda Cutler
Jeff Davis
William Duncan
Cate Dyer
Pamela Eibeck
Gayle Garbolino-Mojica
Renee Gibson
Shawn Harrison
Chet Hewitt
Garry Maisel
Gary May
Michael Marion
Jahmal Miller
Ryan Montoya
Robert S. Nelsen
Arlen Orchard
Meghan Phillips
Tina Roberts
Trish Rodriguez
Scott Sanford
Randy Sater
Erica Taylor
Louise Walker

Chief Executive

Bill Mueller

Managing Director

Trish Kelly

December 17, 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,


On behalf of Valley Vision's 32-member Board of Directors and staff, we write to strongly support the Governor's Plan and the California High-Speed Rail Authority's policy recommendations 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.

As you know, Valley Vision is a civic leadership organization working towards economic prosperity, social equity, and environmental sustainability for all residents in the Sacramento Region. The Merced-Fresno-Bakersfield interim operating segment will connect with other rising rail services, while important project development work also continues in other parts of the state. This connectivity across our state is key to advancing our regional economies while ensuring that greenhouse gas emissions and other transportation-related pollutants are kept at a minimum in our communities.

The 171-mile 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:



 3400 3rd Avenue, Sacramento, CA 95817

 (916) 325-1630

 valleyvision.org

- Provides faster, more frequent and more reliable passenger rail service than is currently available in this corridor;
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- Allows for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

Rail passengers in California will greatly benefit from reducing train travel time between Southern California and the Sacramento and Bay Area regions in the north. The success of this early interim service is essential to eventual implementation of the larger high-speed rail system between the Bay Area, Sacramento, San Joaquin Valley and Southern California. As such, Valley Vision is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

If you have any questions, please reach out by emailing bill.mueller@valleyvision.org or calling (916) 325-1630.

Sincerely,



Bill Mueller
Chief Executive
Valley Vision

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