

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
ACTION AGENDA SUMMARY

DEPT: Chief Executive Office

BOARD AGENDA # \*B-1

Urgent

Routine

AGENDA DATE September 22, 2009

CEO Concurs with Recommendation YES  NO   
(Information Attached)

4/5 Vote Required YES  NO

SUBJECT:

Approval to Adopt a Resolution Supporting the Original Merced-Bakersfield High Speed Rail Segment and Urging the Rejection of Any Alternative Proposal for a Bakersfield-Fresno Segment

STAFF RECOMMENDATIONS:

Approve a resolution supporting the original Merced-Bakersfield High Speed Rail segment and urging the rejection of any alternative proposal for a Bakersfield-Fresno segment.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

BOARD ACTION AS FOLLOWS:

No. 2009-641

On motion of Supervisor Chiesa, Seconded by Supervisor Grover  
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Grover, Monteith, and Chairman DeMartini

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) X Approved as recommended

2) \_\_\_\_\_ Denied

3) \_\_\_\_\_ Approved as amended

4) \_\_\_\_\_ Other:

MOTION:

ATTEST: Christine Ferraro  
CHRISTINE FERRARO TALLMAN, Clerk

File No.

## **DISCUSSION:**

With the certification of the Statewide Final Program Level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the High-Speed Rail Authority has begun the implementation of the 800-mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. It is anticipated that High-speed trains will be capable of maximum speeds of 220 miles per hour, with an expected trip time from San Francisco to Los Angeles in 2 hours and 40 minutes. The system is forecast to potentially carry over 100 million passengers per year by 2030. The Central Valley portion of the system needs to be constructed to eventually test the trains at 220 miles and connect the overall Northern to Southern California system. This Central Valley corridor is the furthest along in terms of readiness for intercity travel.

The Federal Rail Administration (FRA) will appropriate funds from a discretionary program with \$8 billion in stimulus funding, which will be allocated to states through competitive grants for high-speed intercity passenger rail programs. To be eligible for stimulus funds, contracts must be awarded by 2012 and work completed by 2017. Federal Rail Administration (FRA) funds likely require a dollar for dollar match from California State High-Speed Rail bond funds. Of the \$8 billion of American Recovery and Reinvestment Act (ARRA) Grant dollars available nationally, California is requesting \$4 billion of these dollars and is in the process of preparing a Track 2 Grant Application. They include three corridors: San Francisco to San Jose, Merced to Bakersfield, and Los Angeles to Anaheim. Completion of all three corridors is estimated between \$12 and \$15 billion dollars.

Unfortunately, during the September 3, 2009 Authority Board meeting Kern County Supervisor Michael Rubio advocated only for the Fresno to Bakersfield route. Following this discussion, the Authority Chairman directed staff to provide options that "break up the Valley." The direction is contrary to the plan envisioned for the Central Valley corridor and, if approved, would limit the development of this system to a route from Fresno to Bakersfield, rather than the Merced to Bakersfield option that would best serve the needs of the Central Valley.

The action of the September 3, 2009 Authority Board meeting has resulted in a "split" of the Central Valley regions (northern, central and southern) and will undoubtedly result in fighting and disagreement among Valley members, both for funding of the rail system itself and for funding for the maintenance facility.

The Merced to Bakersfield option provides the best "independent utility" segment and is the recommendation of the High Speed Rail Authority staff.

Approval to Adopt a Resolution Supporting the Original Merced-Bakersfield High Speed Rail Segment and Urging the Rejection of Any Alternative Proposal for a Bakersfield-Fresno Segment  
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**POLICY ISSUE:**

This action is consistent with the Board's priorities to support the efficient delivery of public services and effective partnerships.

**STAFFING IMPACT:**

There is no staffing impact associated with this item.

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
STATE OF CALIFORNIA

Date: September 22, 2009

No. 2009-641

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and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Grover, Monteith, and Chairman DeMartini

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

Item # \*B-1

THE FOLLOWING RESOLUTION WAS ADOPTED:

**Approval to Adopt a Resolution Supporting the Original Merced-Bakersfield High Speed Rail Segment and Urging the Rejection of Any Alternative Proposal for a Bakersfield-Fresno Segment**

WHEREAS, in 1996, the California State Legislature created the California High-Speed Rail Authority ("Authority") to develop a plan for the construction, operation and financing of a statewide, intercity high speed passenger rail system; and

WHEREAS, California voters approved Proposition 1A on November 4, 2008, providing nearly \$10 billion in bond funding for the Phase I of the high-speed rail system, including funding for the Central Valley Merced-Bakersfield segment of the route; and,

WHEREAS, the Authority's plans and environmental studies recommend that a rail station be located in Downtown Merced, that the Merced-Bakersfield segment be used as a test track for high speed trains and that Castle Commerce Center is a preferred location for a heavy rail maintenance depot; and

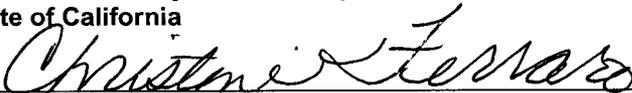
WHEREAS, The Merced-Bakersfield segment is the heart of the high speed rail infrastructure system and is required to connect the Northern to Southern lines; and

WHEREAS, The location of the rail station and rail maintenance depot will have major economic benefits to the County of Merced and the surrounding region, creating substantial employment and economic development opportunities; and

WHEREAS, on September 3, 2009 the Authority directed Authority staff to explore construction of a shorter segment in the Central Valley, specifically Bakersfield-Fresno or Fresno-Merced, and to include construction of stations;

WHEREAS, Altering the original recommendations of Authority staff will break up the Valley and will jeopardize the Central Valley's ability to receive federal funds under the American Recovery and Reinvestment Act (ARRA).

ATTEST: **CHRISTINE FERRARO TALLMAN, Clerk**  
Stanislaus County Board of Supervisors,  
State of California



WHEREAS, The Greater Merced High-Speed Rail Committee composed of local citizens, has advocated for high-speed rail and for the Merced area to play a prominent role in the high-speed rail development discussions.

**NOW, THEREFORE BE IT RESOLVED BY THE COUNTY OF STANISLAUS AS FOLLOWS:**

SECTION 1. The County of Stanislaus supports the continuing development of high-speed rail on a statewide basis and requests the Authority approve the original recommendations relative to the Merced-Bakersfield segment and reject any alternative proposal for a Bakersfield-Fresno segment.

SECTION 2. The County of Stanislaus supports a unified regional approach involving all the cities within the Counties of Stanislaus, Merced and Madera, the Cities of Modesto, Turlock, Merced, Madera, local businesses and industry, and others to advocate and to plan for the development of a Downtown Merced rail station, and a heavy rail maintenance depot at Castle Commerce Center.

SECTION 3. The County of Stanislaus recognizes the Greater Merced High-Speed Rail Committee as the appropriate body to carry out such advocacy and planning, and authorizes county staff to coordinate with the Committee, as appropriate.