

RESOLUTION NO. 2010-661

Adopted by the Sacramento City Council

November 16, 2010

SUPPORTING THE MERCED TO FRESNO CORRIDOR AS THE PRIORITY CORRIDOR AND FIRST SECTION OF THE CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM

BACKGROUND

- A. 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.
- B. California voters approved Proposition 1A on November 4, 2008, providing nearly \$10 billion in bond funding for the Phase 1 of the high-speed rail system, including funding for the Central Valley segment of the route.
- C. The California High-Speed Rail Authority is in the process of deciding where to build the first section of the high-speed rail section with federal and state funding and on October 18, 2010 the California High-Speed Rail Authority released a press release "Deciding Where to Begin Building High-Speed Rail – Proposed Criteria to Guide Initial Construction Work and Create Core of Statewide System".
- D. The California High-Speed Rail Authority is seeking to make the best possible use of available federal funding and ensure that the priority for those dollars is building the core of a statewide high-speed rail system.
- E. The Authority Board is expected to evaluate each of the four sections before determining which of these four sections will be considered a priority corridor – the four sections include Los Angeles to Anaheim, San Francisco to San Jose, Merced to Fresno and Fresno to Bakersfield.
- F. The Authority Board wants to have all the facts when they make this decision and understand the benefits of each section.
- G. The LA-Anaheim and San Francisco Peninsula sections are the least likely to be funded due to local problems and lawsuits and this leaves only the two Central Valley

sections – Merced-Fresno and Fresno-Bakersfield - as realistic candidates for immediate use of state and federal funds.

H. The Merced-Fresno section is the recommended and the preferred priority corridor of the northern Central Valley counties for the following reasons:

1. This segment includes two stations meeting the independent utility requirement of the federal funding and of the two Central Valley sections, Merced-Fresno offers the ability to connect two permanent stations (Merced and Fresno) along a route visible from Highway 99. By contrast the so-called Fresno to Bakersfield segment will terminate at Shafter and not go into Bakersfield;
2. The Merced-Fresno segment can meet the speed of delivery of planning, permitting and construction, specifically the time to process the EIR/EIS and federal permitting requirements;
3. This segment satisfies the Authority's construction timeline and is most competitive in the freedom from obstacles including legal, financial and permitting;
4. This segment satisfies the connection to the Bay Area section as well as the Central Valley section as well as Phase 2 - Merced to Sacramento section;
5. This segment has regional unification on the preferred alignment and route selection;
6. This segment has regional unification regarding locating the heavy maintenance facility (HMF) at Castle;
7. This segment satisfies the independent operations and feeder service interconnectivity at stations;
8. This segment has the lowest cost (if the HSR train sets are to be used in independent operations – 1,300 ft platforms are required, which is likely to mean that new stations would be required at both ends therefore modifying existing ones would ultimately be abortive work);
9. This segment has Castle as the proposed HMF which is an ideal location in that it minimizes "deadheading" in comparison to the Fresno and Bakersfield HMF sites;
10. Merced is also a turnaround point, providing a location for overnight storage for 12% of the operational train sets.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE SACRAMENTO CITY COUNCIL RESOLVES AS FOLLOWS:

1. With high unemployment rates, The City of Sacramento must put all of our regional efforts to mobilize the northern Central Valley and show united support for the Merced to Fresno section being considered the priority corridor and the recipient of federal and state funding.
2. The City of Sacramento will continue to partner with Merced County and the Greater Merced High-Speed Rail Committee to work on bringing high-speed rail to fruition as expediently as possible.
3. The City of Sacramento strongly believes that the Merced to Fresno section of the California High-Speed Rail system should be considered as a priority corridor and is the best possible use of available federal and state funding.

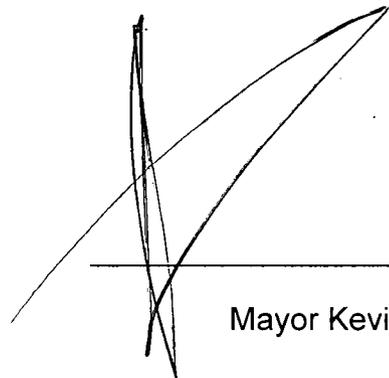
Adopted by the City of Sacramento City Council on November 16, 2010 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.



Mayor Kevin Johnson

Attest:

for Dawn Bullwinkel
Shirley Concolino, City Clerk