



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
[www. CityofSacramento.org](http://www.CityofSacramento.org)

Consent
February 23, 2010

Honorable Mayor and
Members Of The City Council

Title: High Speed Rail Working Group Memorandum of Understanding

Location/Council District: Citywide

Recommendation: Adopt a **Resolution** approving a Memorandum of Understanding (MOU) among the following jurisdictions: County of Merced, City of Merced, Merced County Association of Governments, County of Stanislaus, City of Modesto, City of Turlock, Stanislaus Council of Governments, San Joaquin Regional Rail Commission, San Joaquin County, City of Stockton, City of Lodi, City of Manteca, San Joaquin Regional Transit District, San Joaquin Council of Governments, County of Sacramento, City of Sacramento, City of Elk Grove, City of Galt, Sacramento Regional Transit, and the Sacramento Area Council of Governments.

Contact: Fedolia "Sparky" Harris, Senior Planner (916) 808-2996

Presenters: None

Department: Transportation

Division: Office of the Director

Organization No: 15001041

Description/Analysis

Issue: The California High Speed Rail Authority has proposed high speed rail service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. A memorandum of understanding has been prepared to create a working group to collaborate with the California High Speed Rail Authority to plan and develop improved passenger rail transportation between the regions of Merced and Sacramento. The issue before the Council is whether the City of Sacramento should participate in this working group.

Policy Considerations: The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedicabs, and jitneys to meet the needs of residents, workers, and visitors. (Sacramento 2030 General Plan Policy M 3.1.3)

The City shall encourage and promote passenger rail service to and through the Sacramento area. (Sacramento 2030 General Plan Policy M 3.2.1)

The City shall support and advocate extension of High Speed Rail service to Sacramento. (Sacramento 2030 General Plan Policy M 3.2.5)

Environmental Considerations:

California Environmental Quality Act (CEQA): Under the California Environmental Quality Act (CEQA) guidelines, continuing administrative activities do not constitute a project and are therefore exempt from review.

Sustainability Considerations: None

Other: On September 23, 2008 the City Council adopted Resolution 2008-658, which established the City of Sacramento's support for Proposition 1A on the November 4, 2008 General Election Ballot. The passage of Proposition 1A gave the State of California the authority to release \$9.95 billion in General Obligation Bonds to support the establishment of High Speed Passenger Rail service in the State. On August 2, 2009 the City Council also adopted Resolution 2009-511, which approved a Memorandum of Understanding between the City of Sacramento and the California High Speed Rail Authority to clarify the roles and responsibilities of the parties in their efforts to promote and implement high speed rail service to Sacramento. Finally, the State of California was recently awarded \$2.344 billion in American Recovery and Reinvestment Act funding for high speed intercity rail service.

Commission/Committee Action: None

Rationale for Recommendation: First, the recommended action is consistent with the adopted goals and policies of the 2030 General Plan to extend high speed rail service to the Sacramento Intermodal Transportation Station and to promote a variety of transportation modes for travelers.

Second, the San Joaquin Regional Rail Commission (SJRRRC) has begun studying potential service expansions of the Altamont Commuter Express (ACE) service in the Central Valley Corridor between Merced and Sacramento using conventional locomotives on existing tracks. SJRRRC has also begun the Altamont Corridor Rail Project, which seeks to transform the existing ACE service into a more robust intercity and commuter service linking the northern San Joaquin Valley with the Bay Area. Both of these efforts seek to enhance passenger rail service that benefits Sacramento through infrastructure improvements that will have immediate benefits

for self-propelled conventional locomotives with potential utility for future electrification and high speed trains.

Working cooperatively with the agencies and jurisdictions identified in the MOU will help to coordinate the efforts of effected communities to ensure that high speed rail service remains a priority and that opportunities to implement high speed rail service are not missed.

Finally, the recommended action furthers the City's commitment to achieving high speed passenger rail service in the State of California consistent with the Council's decision to support the issuance of bond financing towards this end.

Financial Considerations: None.

Emerging Small Business Development (ESBD): Not Applicable.

Respectfully Submitted by: 
Francesca Lee Halbakken
Operations Manager

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:



Ray Kerridge
City Manager

Table of Contents:

Report	pg. 1
Attachments	
1 Resolution	pg. 4
Exhibit A – Memorandum of Understanding	pg. 6
Exhibit B – Map	pg. 10

Attachment 1

RESOLUTION NO.

Adopted by the Sacramento City Council

HIGH SPEED RAIL WORKING GROUP MEMORANDUM OF UNDERSTANDING

BACKGROUND

- A. The California High Speed Rail Authority has proposed high speed rail service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the South.
- B. Although Sacramento is not a destination for the initial phase of High Speed Rail service, an extension to Sacramento is planned.
- C. On September 23, 2008 the City Council adopted Resolution 2008-658, which established the City of Sacramento's support for Proposition 1A on the November 4, 2008 General Election Ballot to raise \$9.95 billion in bond proceeds for high speed rail service.
- D. On August 2, 2009 the City Council adopted Resolution 2009-511, which approved a Memorandum of Understanding between the City of Sacramento and the California High Speed Rail Authority to clarify the roles and responsibilities of the parties in their efforts to promote and implement high speed rail service to Sacramento.
- E. On March 3, 2009 the City Council adopted the Sacramento 2030 General Plan including policy language that promotes the provision of various transportation modes including high speed rail service and encourages the extension of such a system to Sacramento.
- F. The memorandum of understanding has been prepared to continue and expand cooperation among the parties most affected by the introduction of High Speed Rail service between Merced and Sacramento. The purpose of this working group is to collaborate with the California High Speed Rail Authority to plan and develop improved passenger rail transportation between the regions of Merced and Sacramento.

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

- Section 1. A Memorandum of Understanding by and between the County of Merced, City of Merced, Merced County Association of Governments, County of

Stanislaus, City of Modesto, City of Turlock, Stanislaus Council of Governments, San Joaquin Regional Rail Commission, San Joaquin County, City of Stockton, City of Lodi, City of Manteca, San Joaquin Regional Transit District, San Joaquin Council of Governments, County of Sacramento, City of Sacramento, City of Elk Grove, City of Galt, Sacramento Regional Transit, and the Sacramento Area Council of Governments for the purpose of creating a working group to collaborate with the California High Speed Rail Authority to plan and develop improved passenger rail transportation between the regions of Merced and Sacramento is approved.

Section 2. Exhibits A and B are incorporated into and made part of this resolution.

Table of Contents:

Exhibit A – Memorandum of Understanding

Exhibit B – Map

Exhibit A

**MEMORANDUM OF UNDERSTANDING (MOU)
BY AND BETWEEN**

COUNTY OF MERCED
CITY OF MERCED
MERCED COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF STANISLAUS
CITY OF MODESTO, CITY OF TURLOCK
STANISLAUS COUNCIL OF GOVERNMENTS
SAN JOAQUIN REGIONAL RAIL COMMISSION
SAN JOAQUIN COUNTY
CITY OF STOCKTON, CITY OF LODI AND CITY OF MANTECA
SAN JOAQUIN REGIONAL TRANSIT DISTRICT
SAN JOAQUIN COUNCIL OF GOVERNMENTS
COUNTY OF SACRAMENTO
CITY OF SACRAMENTO, CITY OF ELK GROVE AND CITY OF GALT
SACRAMENTO REGIONAL TRANSIT
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

**FOR THE PURPOSE OF CREATING A WORKING GROUP
TO COLLABORATE WITH THE CALIFORNIA HIGH SPEED RAIL AUTHORITY
TO PLAN AND DEVELOP IMPROVED PASSENGER RAIL TRANSPORTATION
BETWEEN THE REGIONS OF MERCED AND SACRAMENTO**

WHEREAS, the agencies listed above (herein referred to as the “Parties”) share the goal of improving and increasing passenger rail service interconnecting their communities and the regions, and;

WHEREAS, the Parties have been working together since February 2007 on a planning study to determine the feasibility of commuter rail service between Merced and Sacramento, and;

WHEREAS, California voters approved Proposition 1A, the Safe, Reliable High Speed Passenger Train Bond Act on November 4, 2008, requiring that the California High Speed Rail Authority (CHSRA) prepare a plan and design for the high speed rail (HSR) system, conduct environmental studies, obtain necessary permits, and undertake the construction and operation of a high-speed passenger train network in California, and;

WHEREAS, included in the CHSRA work is planning for HSR service between Merced and Sacramento and a complementary and connecting service between the Central Valley and the Bay

Area along the Altamont Corridor, with CHSRA acting as a lead agency in preparing project level environmental impact reports (EIR) for each corridor, and;

WHEREAS, it is in the best interest of the Parties and CHSRA to coordinate the desires for high speed rail and for regional rail service into one planning effort, and to the extent possible, identify one ultimate Corridor with layered services, and;

WHEREAS, CHSRA has agreed to incorporate the regional services concept into the overall planning and environmental process in order to streamline and coordinate the service development, provided there is an active and committed regional partner,

NOW THEREFORE BE IT RESOLVED, that the Parties agree to engage in a planning process with CHSRA, recognizing local, regional and statewide needs for regional and high speed rail service in a shared service Corridor, identified conceptually on the attached Merced to Sacramento Section Map, and further agree as follows:

1. The parties agree to continue to work cooperatively throughout the preparation of the CHSRA technical studies and the project level EIRs/EISs in the region, and other directly related planning and project development activities.
2. The parties agree to the following general planning principles:
 - a. The shared objective is dedicated passenger trackage for HSR and regional rail service, between Merced and Sacramento, including segments which may provide early independent utility.
 - b. The Merced to Sacramento Corridor will be connected with the Altamont Regional Corridor, Intercity rail services and local and regional transit networks in order to leverage the investment in the corridor. The intention of the planning work is to create seamless connections for the traveler and utilize other transportation services for the broadest coverage.
 - c. Ultimately, high speed rail segments in the region will be fully grade separated, electrified, and suitable for operation of the high speed trainsets which will be used in all portions of the statewide system, and will require that regional service utilize compatible, lightweight trainsets.
 - d. Improvements may be phased so that in the near term, Central Valley regional rail service can be initiated using readily available trainsets.
 - e. Consideration for high speed rail station locations include local support and development strategies, access to other transit connections, regional

service markets, interregional service markets and the statutory schedule requirement between Los Angeles and Sacramento.

3. The parties agree that the purpose of this MOU is to continue and expand cooperation among the parties. It is understood that the development of the Corridor may have local implications which will need to be resolved at the local level. The Parties agree, however, that these local discussions and resolutions will be rolled up into the Working Group discussions in order to achieve a smooth Corridor and service transition between the jurisdictions.
4. Each Party agrees to provide leadership and support for the Corridor planning and development process within their respective communities and across jurisdictional boundaries. This may include, but not be limited to, speaking at public meetings, advocating for state and federal funding, executing letters of support, participating in media events, encouraging public awareness and public involvement in the planning process and participating in conflict resolution strategies in the event of project impediments.
5. This MOU is intended to be the first in a series of agreements, each of which is expected to be more specific as planning work progresses and becomes more focused. In addition, this MOU itself is not intended to remain unchanged, but may evolve in the future as the parties confront various problems. All or portions of the MOU may be modified to accommodate the needs of the Parties as planning work progresses, either through direct amendment of this MOU or through supplemental memoranda, as deemed appropriate by the parties.

BE IT FURTHER RESOLVED, that this MOU has been approved by the Parties with an effective date of March 1, 2010. This MOU is in effect and shall continue in effect until and unless terminated by all Parties through mutual written agreement. Any Party may withdraw from the MOU upon 20 days' written notice delivered to the remaining Parties.

The Parties have executed this MOU by their signatures on the following page.

Chair, Merced County Board of Supervisors

Mayor, City Of Merced

Chair, Merced County Association of Governments

Mayor, City of Modesto

Mayor, City of Turlock

Chair, Stanislaus County Board of Supervisors

Chair, Stanislaus Council Of Governments

Chair, San Joaquin County Board of Supervisors

Chair, San Joaquin Regional Rail Commission

Mayor, City Of Manteca

Mayor, City Of Stockton

Mayor, City of Lodi

Chair, San Joaquin Regional Transit District

Chair, San Joaquin Council of Governments

Mayor, City of Galt

Mayor, City of Elk Grove

Mayor, City of Sacramento

Chair, Sacramento Regional Transit

Chair, Sacramento Board of Supervisors

Chair, Sacramento Area Council Of
Governments

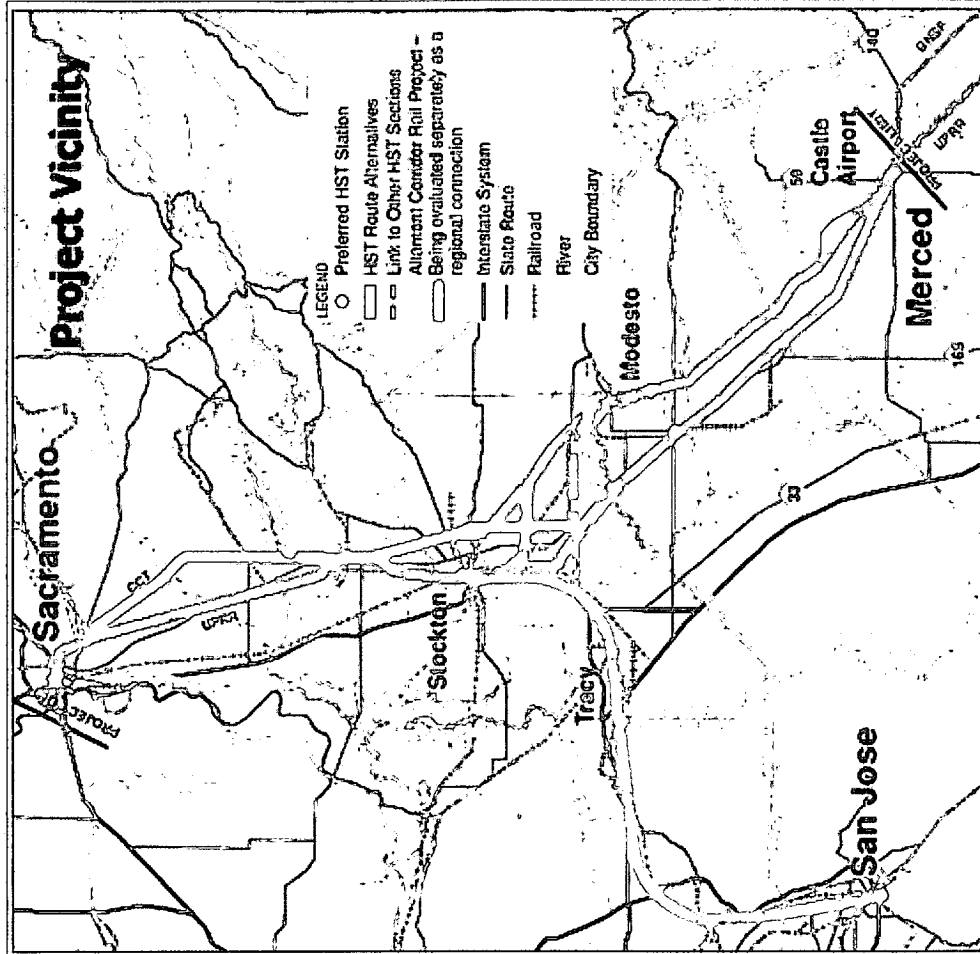
Exhibit B

U.S. Department of Transportation
Federal Railroad Administration



Merced-to-Sacramento Section

CALIFORNIA HIGH-SPEED RAIL AUTHORITY



Statewide System

