

DEPARTMENT: Supervisor Aborn

BY:
PHONE: 966-3222

RECOMMENDED ACTION AND JUSTIFICATION: Adopt a resolution in support of the High-Speed Rail Authority selecting the Merced to Fresno segment as the initial corridor of the project.

The Merced to Fresno segment has several advantages and will be particularly advantageous to this region as outlined in the attached letter.

BACKGROUND AND HISTORY OF BOARD ACTIONS: The Board has taken actions in the past supporting high-speed rail particularly when it has positive impact for the region.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION: No formal recommendation will be made to the Authority.

Financial Impact? () Yes (x) No	Current FY Cost: \$	Annual Recurring Cost: \$
Budgeted In Current FY? () Yes () No () Partially Funded		
Amount in Budget: \$		List Attachments, number pages consecutively
Additional Funding Needed: \$		
Source:		<u>Letter</u>
Internal Transfer		
Unanticipated Revenue	_____ 4/5's vote	
Transfer Between Funds	_____ 4/5's vote	
Contingency	_____ 4/5's vote	
() General () Other		

CLERK'S USE ONLY:

Res. No.: 10-533 Ord. No. _____
 Vote - Ayes: 5 Noes: _____
 Absent: _____
 Approved _____
 Minute Order Attached () No Action Necessary

COUNTY ADMINISTRATIVE OFFICER:

_____ Requested Action Recommended
 _____ No Opinion
 Comments:

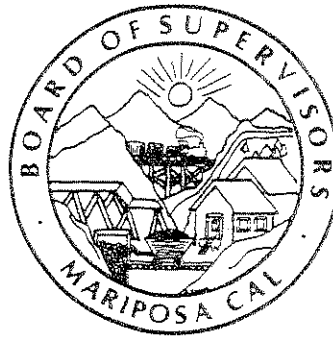
The foregoing instrument is a correct copy of the original on file in this office.

Date: _____
 Attest: MARGIE WILLIAMS, Clerk of the Board
 County of Mariposa, State of California
 By: _____
 Deputy

CAO: _____

Mariposa County Board of Supervisors

District 1 BRAD ABORN
District 2 LYLE TURPIN
District 3 JANET BIBBY
District 4 KEVIN CANN
District 5 JIM ALLEN



RICHARD J. BENSON
County Administrative Officer

MARGIE WILLIAMS
Clerk of the Board

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MARIPOSA, CALIFORNIA 95338
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www.mariposacounty.org/board

November 8, 2010

Mr. Roelof van Ark
Chief Executive Officer
California High-Speed Rail Authority
925 L. Street Suite 1425
Sacramento, CA 95814

Dear Mr. van Ark,

I am writing in support of the Merced to Fresno segment being considered as the priority corridor by the California High-Speed Rail Authority (Authority). Based on the recent decision by the California High-Speed Rail Authority not to "spread the funding among the four sections, but rather concentrate the funding on one of them," we strongly believe the Merced to Fresno segment is the best possible use of available federal and state funding. This perspective is based on our assessment of satisfying the formal criteria provided by Authority staff.

Compared to the other three segments under consideration, and especially with regard to the Fresno to Shafter section, Merced to Fresno offers the best opportunity to put Californians to work. Since the federal government funds involved are coming from the American Recovery and Reinvestment Act, which is designed to put Americans to work, this should be a key consideration. The Fresno-Bakersfield segment will be build using an automated track-laying system, which involves heavy machinery but few workers. By contrast, the Merced to Fresno segment requires skilled workers both on site and in concrete fabricating plants which could be located on site or elsewhere.

The Merced to Fresno segment should be considered the first corridor to be funded or the priority corridor for the following reasons:

- 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.
- 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;
- This segment satisfies the Authority's construction timeline and is most competitive in the freedom from obstacles including legal, financial and permitting;
- 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;
- This segment has regional unification on the preferred alignment and route selection;

- This segment has regional unification regarding locating the heavy maintenance facility (HMF) at Castle;
- This segment satisfies the independent operations and feeder service interconnectivity at stations;
- 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. In the recent HSR business plan, Figure 3 shows the ten peak hour scheduled services; two having one end at the Merced stop therefore minimizing deadheading;
- Merced is also a turnaround point, as shown in Figure 3 of the business plan providing a location for overnight storage for 12% of the operational train sets.

Lastly, we have also worked closely with Central Valley representatives in continuing to advocate support for the overall system development. The local support and good will created long term by the Committee has gone a long way in generating local support and minimizing formal opposition to the system. It is this continual commitment to education and community support that will strongly contribute to a successful project.

Please consider us your partners in making high-speed rail a reality in California and locating the HMF in the Merced region. Thank you.

Sincerely,

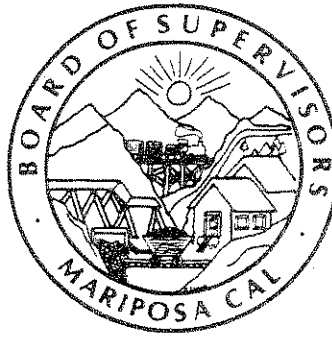


Brad Aborn
Supervisor District 1
County of Mariposa

cc: California High-Speed Rail Authority Board Chair Curt Pringle
California High-Speed Rail Authority Board Member Tom Umberg
California High-Speed Rail Authority Board Member Lynn Schenk
California High-Speed Rail Authority Board Member David Crane
California High-Speed Rail Authority Board Member Rod Diridon, Sr.
California High-Speed Rail Authority Board Member Richard Katz
California High-Speed Rail Authority Board Member Fran Florez
California High-Speed Rail Authority Board Member Judge Quentin L. Kopp
California High-Speed Rail Authority Board Member Russ Burns
Secretary of Transportation Honorable Ray LaHood
Federal Railroad Administration Administrator Joseph Szabo

Mariposa County Board of Supervisors

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November 18, 2010

Mr. Roelof van Ark
Chief Executive Officer
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. van Ark,

On November 16, 2010 the Mariposa County Board of Supervisors unanimously adopted a resolution in support of the High-Speed Rail Authority, selecting the Merced to Fresno segment as the initial corridor to be constructed. It is the opinion of the Board that the Merced to Fresno segment is the best possible use of available federal and state funding.

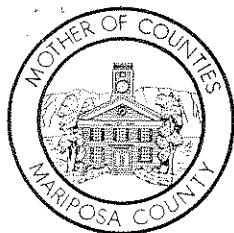
Among its many advantages, it is the opinion of the Board that this segment offers the best opportunity to provide employment as this portion of the project does not lend itself to the automated track laying system which will be utilized elsewhere. Initiating work on this segment is also consistent with the Authority's construction timeline and is relatively free from obstacles which could otherwise delay the project.

Mariposa County supports the high-speed rail project and also would like to take this opportunity to reaffirm this County's support for the Altamont Pass option.

Sincerely,


Kevin Cann
Chairman

KC/RB/mj



COUNTY of MARIPOSA

P.O. Box 784, Mariposa, CA 95338 (209) 966-3222

KEVIN CANN, CHAIR
JIM ALLEN, VICE-CHAIR
BRAD ABORN
LYLE TURPIN
JANET BIBBY

DISTRICT IV
DISTRICT V
DISTRICT I
DISTRICT II
DISTRICT III



MARIPOSA COUNTY BOARD OF SUPERVISORS

MINUTE ORDER

TO: SUPERVISOR ABORN

FROM: MARGIE WILLIAMS, Clerk of the Board *MW*

SUBJECT: Adopt a Resolution in Support of the High-Speed Rail Authority Selecting the Merced to Fresno Segment as the Initial Corridor

RES. 10-533

THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY, CALIFORNIA

ADOPTED THIS Order on November 16, 2010

ACTION AND VOTE:

- 8 **Supervisor Aborn**
Adopt a Resolution in Support of the High-Speed Rail Authority Selecting the Merced to Fresno Segment as the Initial Corridor
BOARD ACTION: Supervisor Aborn initiated discussion and requested that the Board send a letter like he sent as Supervisor. Chair Cann asked the County Administrative Officer to compose a letter as suggested, subject to approval by County Counsel. (M)Aborn, (S)Bibby, Res. 10-533 was adopted approving a letter to be sent in support of the High-Speed Rail Authority selecting the Merced to Fresno segment as the initial corridor, and reaffirming the Board's support of the northern route to the coast/Ayes: Unanimous.

Cc: File