

POLICY BOARD
 Tenth Street Place
 1010 10th Street
 City County Chambers
 Modesto, CA
 September 12, 2007
 6:00 PM

**REVISED AGENDA
 ITEM 5F**

California Brown Act Requires:

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans With Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact CJ Johnson, at (209) 558-7830, during regular business hours, at least twenty-four hours prior to the time of the meeting.

Notice Regarding Non-English Speakers:

Pursuant to California Constitution Article III, Section IV, establishing English as the official language for the State of California, and in accordance with California Code of Civil Procedures Section 185, which requires proceedings before any State Court to be in English, notice is hereby given that all proceedings before the StanCOG Policy Board shall be in English and anyone wishing to address the Board is advised to have an interpreter or give StanCOG a 48 hour notice so that StanCOG can provide an interpreter from any language not English into the English language.

PUBLIC PARTICIPATION

Matters not on the posted agenda may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Board for consideration. However, California law prohibits taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Board. Any member of the public wishing to address the Board will be limited to five minutes or the discretion of the Chair.

Questions: Contact CJ Johnson at (209) 558-7830

PLEDGE OF ALLEGIANCE

1. PUBLIC PARTICIPATION

These matters may be presented only by interested persons in the audience. Discussion is limited to the discretion of the Chair.

2. CONSENT CALENDAR

A. Adopt Minutes of Policy Board (08.27.07)

MOTION

3. PRESENTATIONS

A. Update of North County Corridor Feasibility Study
 Jose Silva, Nolte Associates

DISCUSSION

B. Update of Trade Corridors Improvement Program Funding -- Draft List of Projects
 Vince Harris, and,
 Presentation by the West Park Inland Port Consultant Team

DISCUSSION

4. PUBLIC HEARINGS

A. Unmet Transit Needs – Initial Public Hearing

5. ORAL REPORT ITEMS

A. Approval of Support for Trade Corridor Bond Funding for the
 Crows Landing Inland Port/Short Haul Rail to the Port of Oakland Project

RESOLUTION

B. Stanislaus County Regional Transportation Impact Fee (RTIF) Project Submittals

MOTION

C. Reduction of Local Transportation Fund FY 2007-08 Estimate

RESOLUTION

D. Local Transportation Fund Year-End Adjustments FY 2006/07

RESOLUTION

E. State Route 165 – Memorandum of Understanding

MOTION

**F. APPROVAL OF SUPPORT FOR THE ALTAMONT PASS ALTERNATIVE ALIGNMENT
 FOR CALIFORNIA HIGH SPEED RAIL TO THE CENTRAL VALLEY**

RESOLUTION

6. INFORMATION ITEMS
 - A. August 14, 2007 Inter-Agency Meeting on Local Project Delivery
7. STANISLAUS COUNCIL OF GOVERNMENTS ADVISORY COMMITTEES
 - A. Citizens Committee Minutes: (08.29.07)
 - B. Social Services Transportation Advisory Committee: (08.08.07)
8. CALTRANS REPORT
9. EXECUTIVE DIRECTOR'S REPORT
10. CLOSED SESSION

PURSUANT TO GOVERNMENT CODE Section 54956.8

Conference with Real Property Negotiators

(a) Property: (APN 033-078-002;-04;-05)

Agency negotiator: Vince Harris (DeeAnne Gillick and Jennifer Alves)

Negotiating Parties: Stanislaus Council of Governments and

Bright Development (Carol Bright and John Dunn)

Under negotiation: Both price and terms of payment.

11. RETURN TO OPEN SESSION

12. COMMENTS FROM THE BOARD

Topics may be presented, but no action may be taken except to place an item on a future agenda.

ADJOURNMENT

Next regular meeting scheduled for

October 10, 2007 – 6:00 P.M.

Tenth Street Place

1010 10th Street

City County Chambers

Modesto, CA 95354

Revised Agenda 09/07/08 cj



Item 5F

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 • County of Stanislaus

TO: Policy Board Staff Report
RESOLUTION

FROM: Vince Harris, Executive Director *VCH*

DATE: September 7, 2007

SUBJECT: Approval of Support for the Altamont Pass Alternative Alignment for California High Speed Rail to the Central Valley

Recommendation

BY RESOLUTION, approve the following position of support for the California High Speed Rail project:

1. The Stanislaus Council of Governments Policy Board supports the Altamont Pass Alignment for High Speed Rail access to the Central Valley.
2. Direct the Executive Director to present this position at the September 18, 2007 High Speed Rail Public Hearing in Stockton, CA.

Background

At the August 27, 2007 StanCOG Policy Board meeting, staff provided an information item regarding the California High Speed Rail project. The following are highlights of that information.

In 1996 the California High Speed Rail Authority (Authority) was created to plan for the development, financing, construction and operation of a High Speed Train (HST) system to provide a safe and reliable mode of travel that links major statewide metropolitan areas. The HST system will be a 700-plus mile network that will potentially serve the regions of Sacramento, San Francisco Bay Area, Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The Authority consists of a nine member policy board and core staff. By the year 2000, the Authority had developed investment-grade forecasts of ridership, revenue, and cost and benefits information for the system.

In November 2005, the Authority, in cooperation with the Federal Railroad Administration, certified the statewide final program-level environmental impact report / environmental impact study (EIR/EIS).

In 2006, \$14.3 million was provided in the FY2006-07 State Budget to begin project implementation of the HST. This work included the preparation of a project financial plan, project management activities, identification of critical right-of-way acquisition needs and the initiation of detailed project level design and environmental studies.

Since the August Policy Board meeting, the California State Legislature approved the FY2007/08 State Budget; which includes \$20.7 million for continued High Speed Rail development.

Discussion

The Authority, with the Federal Rail Administration (FRA), has now prepared a program EIR/EIS that further examines the San Francisco Bay Area to Central Valley region as the second part of a programmatic analysis in the tiered environmental review process. This second program EIR/EIS generally describes the environmental impacts of a proposed HST system within the broad corridor between and including the Altamont Pass and the Pacheco Pass.

Several public hearings have been held during the public review period for this document, including one in Merced on August 30, 2007. One additional Public Hearing is also scheduled for the Central Valley on September 18, 2007 in Stockton.

Based on comments received, the Authority and the FRA will then prepare a final program EIR/EIS, which will include responses to comments and a description of the preferred alignment and station location options.

Staff recommends that the StanCOG Policy Board support the Altamont Pass Alignment linking the Bay Area and Central Valley for the following reasons:

1. The Altamont Pass Alignment (APA) serves more population centers than the Pacheco Pass.
2. APA provides shorter travel times to Sacramento.
3. APA provides a Central Valley connection that serves all valley counties which includes stations in Stanislaus and San Joaquin Counties. The Pacheco alignment does not provide stations in Stanislaus and San Joaquin Counties.
4. APA provides a better connection to BART and other Bay Area transit systems.

To show support for the Altamont alternative, staff also proposes that the Executive Director be directed to present this position at the HST Public Hearing in Stockton on September 18, 2007. The Executive Director's statement will be heard and included in the public record as an official comment to the EIR/EIS.

Attachment (1)

Judge Quentin L. Kopp, Chairman
Fran Florez, Vice-Chair
Donna Andrews
David Crane
Rod Diridon
R.Kirk Lindsey
Curt Pringle
Lynn Schenk
T.J. (Tom) Stapleton



Attachment

ARNOLD SCHWARZENEGGER
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

NEWS RELEASE

August 24, 2007

Contact:
Kris Deutschman
(916) 444-8801
(916) 425-7174 c

California High-Speed Rail Authority Forges Ahead While Adjusting Work Program to Fit Constricted Budget

Sacramento, CA – According to a statement by the California High-Speed Rail Authority (CHSRA) today, the allocation of \$20.7 million in the 2007-08 state budget will maintain progress on the vital project but will restrict much of the engineering and design work that was slated to begin within the next year. The 2007-08 allocation is less than the Legislature's budget provision of nearly \$60 million.

"Despite the reduced funding for high-speed rail, I am very optimistic about our ability to sustain progress on this vital solution to California's transportation crisis," said The Honorable Quentin Kopp, Chairman of the Board of the Authority. "High-speed 220 mile per hour trains offer the only realistic and comprehensive strategy for alleviating gridlock and improving the ability of our citizens to move quickly and easily from one part of the state to another. Once built, high-speed trains will be an important transportation solution for California."

"The proposed \$20.7 million budget will keep some essential activities funded," said Mehdi Morshed, HSRA executive director. "The budget allows the Authority to complete the Bay Area program level environmental analysis and select a preferred route. With the anticipated \$3.5 million contribution from Orange County, this budget will keep the engineering and environmental work going in the LA-Anaheim corridor. And we will also continue the vital engineering and design work needed to receive the regulatory approvals to build the system."

"This project has great momentum and we will move the project forward responsibly and quickly so that voters can confidently approve the \$9.95 billion bond next year," said Morshed.

Judge Kopp said the high-speed train system has widespread support from state and federal legislators, as well as Governor Arnold Schwarzenegger, who wrote an editorial in support of the project in the Fresno Bee earlier this year. Newspapers throughout California that have editorialized in support of budgeting appropriate funds to keep high-speed rail on schedule, includes the Fresno Bee, Los Angeles Times, Los Angeles Daily News, San Jose Mercury News, and San Francisco Chronicle.

Kopp also referenced California mayors who have lined up behind the project, including Antonio Villaraigosa (Los Angeles), Curt Pringle (Anaheim), Alan Autry (Fresno) and Gavin Newsom (San Francisco). The project has received strong support from U.S. Senators Dianne Feinstein and Barbara Boxer, as well as bipartisan support from the majority of California's Congressional delegation, which recently signed a letter urging Governor Schwarzenegger and the California Senate to provide adequate funding to keep the high-speed train project on schedule. Other supporters include Los Angeles County Supervisor Mike Antonovich and Don Knabe, and Assembly Speaker Fabian Nunez and State Senate President Pro-Tem Don Perata.

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