

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	09/10/12	Open	Action	08/29/12

Subject: Authorizing the General Manager/CEO to Execute a Memorandum of Understanding with the Parties to participate in and support the planning, development, and implementation of a Northern California Unified Rail Service Plan.

ISSUE

Whether or not to enter into a Memorandum of Understanding (MOU) with the California High Speed Rail Authority (CHSRA), the California Department of Transportation (Caltrans), the Capitol Corridor Joint Powers Authority (CCJPA), and the San Joaquin Regional Rail Commission (SJRRC) – the “Parties” -- to jointly plan and develop a Northern California Unified Rail Services Plan (NCURS) and support and pursue its implementation.

RECOMMENDED ACTION

Adopt Resolution No. 12-09-____, Delegating Authority to the General Manager/CEO to Execute a Memorandum of Understanding with the California High Speed Rail Authority (CHSRA), the California Department of Transportation (Caltrans), the Capitol Corridor Joint Powers Authority (CCJPA), and the San Joaquin Regional Rail Commission (SJRRC) to Participate in the Joint Planning and Development, Support, and Pursuit of the Implementation of a Northern California Unified Rail Services Plan.

FISCAL IMPACT

None as a result of this action

DISCUSSION

In 2008, California voters approved Proposition 1A, the Safe, Reliable High Speed Passenger Train Bond Act which authorizes the state to sell \$9.95 billion in general obligation bonds to fund: 1) pre-construction activities and construction of a high-speed passenger train system in California, and 2) capital improvements to passenger rail systems that expand capacity, improve safety, and/or enable riders to connect to the higher-speed train system. On April 12, 2012, the CHSRA approved the *High Speed Rail (HSR) Program 2012 Business Plan*. The *2012 Business Plan* identified two key strategies for the cost-effective and timely implementation of a statewide high speed rail system:

1. Dividing the HSR program into a series of smaller, discrete projects that build upon each other but also can stand alone to provide viable high(er) speed rail service; and
2. Make advance investments in regional and local passenger rail systems to leverage existing infrastructure and benefit travelers by providing interconnected “blended” services.

Approved:

Presented:

Final 09/04/12

General Manager/CEO

Principal Planner

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Towards achieving these goals, efforts have been underway in both northern and southern California to develop (separate) MOUs that will help to facilitate the coordination and integration of projects, operational strategies, as well as the pursuit of funding to achieve the HSR vision articulated in the *2012 Business Plan*. The NCURS MOU is the northern California step towards this end.

The CHSRA is moving forward with the development of the Initial Operating Segment First Construction (IOSFC) in the Central Valley and the extension for an Initial Operating Segment (IOS) south over the Tehachapi Mountains to close the passenger rail gap between Northern and Southern California. The 130-mile IOSFC extends from approximately Bakersfield north to approximately Madera and is anticipated to be completed by 2017 at a cost of \$6 billion (year of expenditure). The IOSFC will be an achievement under the first implementation strategy noted above.

As part of the implementation of the IOSFC in northern California, the parties to this proposed MOU have been meeting over the past few months to forge a coordinated position and approach towards achieving the second strategy of investments in “regional and local passenger rail systems to leverage existing infrastructure and benefit travelers by providing interconnected “blended” services...” The outcome of this process will be, in addition to the MOU, the development and implementation of a Northern California Unified Rail Services (NCURS) Plan, to pivot off and compliment the IOSFC and improve passenger rail services through faster speeds and greater interconnectedness throughout northern California

This MOU for the development and implementation of the NCURS Plan has identified the following conditions/actions/key issues that will be addressed:

1. Jointly support and pursue a “phased and blended” approach as outlined in the *2012 Business Plan*.
2. Jointly support and pursue funding and implementation of a defined set of projects and operating plans to support the IOSFC and the second strategy of the *2012 Business Plan*. An initial list of un-prioritized projects is now under development and includes “Sacramento Area Station Improvements” (to be further defined) and “Upgrade of the UPRR track between Sacramento and Stockton” (also to be further defined).
3. Conduct and complete by spring 2013 an analysis of the 20-year freight projections to determine its effect and how to accommodate increased rail passenger services.
4. Establish a framework for the recommendation of candidate regional and local passenger rail improvement projects for funding and implementation to support build upon the IOSFC.

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5. Using the framework noted above, develop a prioritization of these projects for funding and implementation.
6. Secure \$600M in unallocated Proposition 1A funding from the CHSRA toward funding the NCURS Plan prioritized improvements.
7. Work together and collaboratively to pursue local/regional/state/federal funds to match the CHSRA commitment to the NCURS plan.
8. Collaboratively improve and increase community outreach in northern California to improve community understanding of and support for the *2012 Business Plan* and the proposed projects in northern California.
9. Work with the southern California MOU entities and the Caltrain/Metropolitan Transportation Commission MOU stakeholders on the San Francisco Peninsula to provide for a seamless rail system.
10. Coordinate with other local transit providers to enhance the “last miles” connection from rail passenger termini to passengers final destinations.
11. Coordinate on funding-related issues.
12. Any non-CHSRA Party to the MOU may withdraw from the MOU at any time by giving written notice at least thirty (30) calendar days before the effective date of withdrawal.

RT has been engaged in the discussion on this MOU development since spring of 2012. A key issue in which RT, representing the Sacramento region including SACOG and the city of Sacramento, has been successful in defining has been the use of the Western Pacific (WP and also known as the “Sacramento Sub”) rail line between Sacramento and Stockton.

Presently used sporadically for freight rail services, initial discussions between the freight rail providers and the CHSRA suggested that additional passenger rail services may be feasible -- at a cost of one or more hundred million dollars of requested improvements. However, the use of the WP for passenger rail service is inconsistent with regional planning goals, City of Sacramento planning, and RT’s long-range plan, TransitAction.

Apprised of this situation, RT worked with its transportation partners to re-focus the enhanced passenger service away from the WP. As an alternative, RT and our partners were successful in redefining the guidance language for the NCURS Plan. In the near-term, improvements and expenditures will be focused on the UPRR mainline, and dedicated feeder bus services between the San Joaquins and Sacramento; not on the WP line as initially proposed. In the longer-term, all

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rail improvements should be focused on the UPRR corridor either directly adjacent to the right-of-way or in some operational concept that accommodates future High Speed Rail.

If the RT Board concurs with the recommendation and authorizes the General Manger/CEO to execute the MOU, the MOU will be presented to the CHSRA Board on September 11, 2012 for approval.

RT staff will keep the Board apprised and updated on the MOU status and with development of the Northern California Unified Rail Service Plan as necessary and/or requested.

RESOLUTION NO. 12-09-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

September 10, 2012

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA), THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA), AND THE SAN JOAQUIN REGIONAL RAIL COMMISSION (SJRRC) TO PARTICIPATE IN THE JOINT PLANNING AND DEVELOPMENT, SUPPORT, AND PURSUIT OF THE IMPLEMENTATION OF A NORTHERN CALIFORNIA UNIFIED RAIL SERVICES PLAN.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board hereby delegates authority to the General Manager/CEO to execute the Memorandum of Understanding with the California High Speed Rail Authority (CHSRA), the California Department of Transportation (Caltrans), the Capitol Corridor Joint Powers Authority (CCJPA), and the San Joaquin Regional Rail Commission (SJRRC) to participate in the joint planning and development, support, and pursuit of the implementation of a Northern California Unified Rail Services Plan.

BONNIE PANNELL, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary