

DEPARTMENT: Board of Supervisors

BY: Supervisor Dianne Fritz
PHONE: 966-3222

RECOMMENDED ACTION AND JUSTIFICATION:

Approve a Resolution Supporting the Metropolitan Transportation Commission's Mandate for the Completion of the Bay Area Regional Rail Plan.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Merced, California, is the transfer point for passengers traveling aboard YARTS to reach Mariposa County destinations. Because the widely-praised Altamont Commuter Express (ACE) rail system currently links Stockton with Silicon Valley, most likely any such extension to Merced would have a significant positive tourism effect on Mariposa County. Maximizing benefits from such a far-reaching study would figure highly in our economic future. In addition, the mobility of Mariposa County residents to pursue business, cultural and social events in the Bay Area and intermediary points would be multiplied through this solid plan.

Also attached is an e-mail correspondence from Marsh Pitman reporting on Bay Area Regional Rail Plan Significance to Mariposa County (accompanies proposed text for Mariposa County Resolution).

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

Do not formally support the Bay Area Regional Rail Plan.

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: \$		Resolution
Source:		E-mail from Marsh Pitman
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.: 02-445 Ord. No. _____
Vote - Ayes: 5 Noes: _____
Absent: _____
 Approved
 Minute Order Attached () No Action Necessary

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

COUNTY ADMINISTRATIVE OFFICER:

Requested Action Recommended
 No Opinion
Comments:

CAO: [Signature]

MARIPOSA COUNTY RESOLUTION NUMBER 07- 445

RESOLUTION SUPPORTING THE METROPOLITAN TRANSPORTATION
COMMISSION'S MANDATE FOR THE COMPLETION OF THE
BAY AREA REGIONAL RAIL PLAN

WHEREAS, MARIPOSA COUNTY is a significant component of the Amtrak California San Joaquin Service; and

WHEREAS, MARIPOSA COUNTY AND YOSEMITE NATIONAL PARK are linked to the San Francisco Bay Area by Yosemite Area Regional Transportation System (YARTS) connector buses; and

WHEREAS, the importance of Mariposa County's and Yosemite National Park's passenger rail linkage to the Bay Area is underscored by its active participation and membership on the San Joaquin Valley Rail Committee; and

WHEREAS, the Amtrak California San Joaquin Corridor is comprised within all of the Bay Area Regional Rail Plan's Sacramento to Merced "study corridor"; and

WHEREAS, reliable information was provided in the public forum of July, 2007 and August, 2007 Bay Area Regional Rail Plan Workshops that the plan is incomplete; and

WHEREAS, the completion of the Bay Area Regional Rail Plan, including ridership and revenue projections, is crucial to establishing rail services that will draw passengers out of automobiles; and

WHEREAS, Bay Area automobile traffic and congestion are substantial contributors to air pollution transported into the Central Valley, Sierra Foothills and Yosemite National Park; and

WHEREAS, studies by the National Park Service indicate that a third of the conifers below 6000-foot elevation in Yosemite National Park are seriously affected, moribund or dead due to air pollution; and

WHEREAS, about 4 million in public funding has been spent to underwrite the Bay Area Regional Rail Plan; and

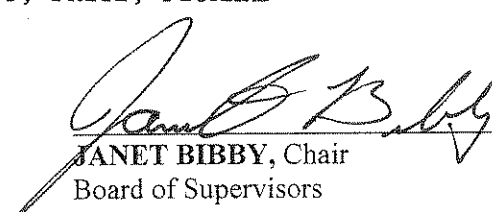
WHEREAS, failure to complete the Bay Area Regional Rail Plan would be wasteful of public funds and be a violation of the public trust; and

WHEREAS, the Metropolitan Transportation Commission (of the San Francisco Bay Area) has jurisdiction over the Bay Area Regional Rail Plan and has the authority to mandate its completion, including a comprehensive and clearly readable statement of recommendations and conclusions.

NOW THEREFORE, BE IT RESOLVED that the Board of Supervisors of Mariposa County, a political subdivision of the State of California, hereby recognizes on this 18th day of September, 2007, that the Metropolitan Transportation Commission is requested to mandate forthwith the completion of the Bay Area Regional Rail Plan.

PASSED AND ADOPTED by the Mariposa County Board of Supervisors this 18th day of September, 2007, by the following vote:

AYES:	ABORN, TURPIN, BIBBY, FRITZ, PICKARD
NOES:	NONE
ABSENT:	NONE
ABSTAINED:	NONE

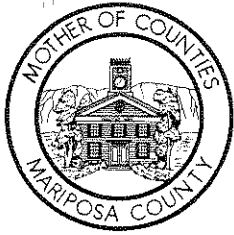

JANET BIBBY, Chair
Board of Supervisors

APPROVED AS TO FORM:


THOMAS P. GUARINO, County Counsel

ATTEST:


MARGIE WILLIAMS, Clerk of the Board



COUNTY OF MARIPOSA

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

JANET BIBBY, CHAIR
LYLE TURPIN, VICE CHAIR
BRAD ABORN
DIANNE A. FRITZ
BOB PICKARD

DISTRICT III
DISTRICT II
DISTRICT I
DISTRICT IV
DISTRICT V



MARIPOSA COUNTY BOARD OF SUPERVISORS

MINUTE ORDER

TO: SUPERVISOR FRITZ
FROM: MARGIE WILLIAMS, Clerk of the Board *MW*
SUBJECT: Approve a Resolution Supporting the Metropolitan Transportation Commission's
Mandate for the Completion of the Bay Area Regional Rail Plan

RESOLUTION 07-445

THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY, CALIFORNIA

ADOPTED THIS Order on September 18, 2007

ACTION AND VOTE:

11:48 a.m. Consider Items Removed from the Consent Agenda

Item 8 – Discussion was held, and input from the public was provided by the following:

Gerald Cauthen, Transportation Engineering Project Manager, provided input relative to the High Speed Rail project and the Bay Area Regional Rail Plan and a recent ridership study. He presented a copy of the Draft Report Summary for the San Francisco Bay Area Regional Rail Plan. He urged the Board to let the following know that these projects are important to the valley area and to this region: Metropolitan Transportation Commission, Bay Area Regional Plan, California High Speed Rail Authority, and CalTrain.

(M)Fritz, (S)Aborn, item 8 was approved. The motion was amended by the maker, agreeable with the second, to include direction for the resolution to be sent to CalTrain and the High Speed Rail Authority/Ayes: Unanimous.

CA-8 Approve a Resolution Supporting the Metropolitan Transportation Commission's Mandate for the Completion of the Bay Area Regional Rail Plan (Supervisor Fritz); Res. 07-445

Cc: File

Dianne Fritz

From: Marsh Pitman [marshpitman@sbcglobal.net]
Sent: Friday, September 07, 2007 1:10 PM
To: dffsti@sti.net
Cc: Iradanovich@homeofyosemite.com; Dianne Fritz
Subject: REPORT ON BAY AREA REGIONAL RAIL PLAN SIGNIFICANCE TO MARIPOSA COUNTY
 (ACCOMPANIES PROPOSED TEXT FOR MARIPOSA COUNTY RESOLUTION)

(NARRATIVE REPORT RE: METROPOLITAN TRANSPORTATION COMMISSION/BAY AREA REGIONAL RAIL PLAN AND IMPORTANCE TO MARIPOSA COUNTY ...for use with proposed resolution text).

Merced, the transfer point for Amtrak passengers traveling aboard the Yosemite Area Regional Transportation System (YARTS) to reach Mariposa County destinations, including Yosemite, is considered part of the San Francisco Bay Area under a \$4 million study.

The Bay Area Regional Rail Plan (BRRP), a 50-year planning outlook that even extends to high-speed rail, also includes the potential for expansion of the Altamont Commuter Express (ACE) to Merced and the UC Merced campus over Union Pacific Railroad tracks. Because the widely-praised ACE rail system primarily currently links Stockton with Silicon Valley, most likely any such extension to Merced would have significant positive tourism effect on Mariposa County. Studies through the years by Yosemite National Park concessionaires indicate that the greatest single source of overnight stays in Yosemite emanates from the Silicon Valley.

Thus, while a Bay Area plan might at first glance seem distant from the interests of Mariposa County, maximizing benefits from such a far-reaching study would figure highly in our economic future. Moreover, mobility of Mariposa County residents to interact on business, cultural and social bases in the Bay Area and intermediary points would be multiplied through a solid plan.

The (BRRP), financed out of Bay Area bridge tolls, also was authorized under leadership of the State Senate Transportation Committee and ultimately the full Legislature and the Governor's Office to be an underpinning for decisions to be made about high-speed rail routing from the Central Valley into the Bay Area. At stake for Mariposa County is the decision for trans-Diablo Mountain Range routing through Altamont Pass, or Pacheco Pass. The Mariposa County Board of Supervisors in a letter to the California High-Speed Rail Authority, dated July 13, called for selection of Altamont Pass because a Pacheco Pass Route would likely cut off Mariposa County from maximum potential for being relatively close to high-speed rail service. Selection of Altamont Pass would guarantee a major stop in either downtown Merced or at the former Castle Air Force Base. Selection of Pacheco would substantially reduce long-range potential for a conventional-speed high-technology rail connector route between Yosemite and the high-speed rail system. Equally important, if Altamont isn't selected, it would probably thwart possibility of first-phase service to Merced and certainly eliminate Stanislaus, San Joaquin and Sacramento counties from first-phase service. Much of the air pollution blown into Mariposa County comes from automobiles on Altamont Pass and Stanislaus and San Joaquin counties. BRRP has taken on even added impetus since the start of research two years ago because of the now-proven effect of automobile tailpipe emissions on global climate change.

CURRENT DILEMMA

Text of the proposed resolution seeks to overcome a monumental glitch in bringing the Bay Area Regional Rail Plan (BRRP) to its mandated potential, namely setting out a blueprint that among other aspects would maximize mobility between the Sierra, the Central Valley and coastal cities. A mandated target of the plan was to create greater transportation efficiency, thereby reducing passenger rail capital costs, by coordinating goals of multiple transportation jurisdictions for passenger rail service into the Bay Area.

Because of artificial deadlines under the lead agency—the Bay Area's Metropolitan Transportation Commission (MTC)—the study by prestigious consultants was rushed by MTC executive staff so that it would be in print even before crucial revenue and ridership projection modeling could be incorporated. Therefore, much of the plan is

9/7/2007

based on intuition rather than science.

Results of a competent Bay Area Regional Rail Plan (BRRP) also should be included within the draft Environmental Impact Report (EIR)/draft Environmental Impact statement for the High-Speed Rail Authority's choice between the Altamont and Pacheco corridors.

In a meeting with Lt. Gov. John Garamendi and in Metropolitan Transportation Commission (MTC) workshops on the Bay Area Regional Rail Plan (BRRP), consultants on the study have explained that an authoritative qualitative report could be completed in about four months. Some funding for the study has gone unspent.

The proposed resolution recommends that the Metropolitan Transportation Commission through its Planning Committee, meeting on September 14, and the full commission, meeting on September 26, allow for completion of the study, to bring it to its full potential and to prevent the mere shelving of a presently ineffectual plan. To shelve the plan would not only be a loss to California's future, but also would be an outright waste of \$4 million, some of which ostensibly came out of the pockets of motorists from Mariposa County traveling across Bay Area toll bridges.



Pres - 9-18-07

LIEUTENANT GOVERNOR JOHN GARAMENDI

August 27, 2007

RECEIVED

AUG 29 2007

MTC

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

I respectfully urge you and the Metropolitan Transportation Commission to delay any hearing to adopt the Bay Area Regional Rail Plan for six months. The purpose of such a delay would be to allow appropriate time for the many interested parties to better understand the technical reports and data developed for the plan, have a serious dialog, provide meaningful input and make appropriate decisions that are in the best long-term interest of California. I understand from conversations with the bill's sponsor, Senator Don Perata, that he has no objection to a statutory extension.

California continues to grow rapidly, but its transportation infrastructure has not kept pace. Efficient long-term planning and funding of California's transportation infrastructure is imperative if the state is to remain globally competitive. While recent passage of infrastructure bond funding may help narrow prior capital deficits, long-term funding for future needs remains grossly inadequate.

Good regional planning is critical to the efficiency of California's transportation planning. For this reason, the Bay Area's effort to adopt a long-term master plan to create a regional rail system takes on added significance. By design, the regional rail plan includes potential service outside the boundaries of the Bay Area, offering new mobility across key inter-regional corridors. To make the most efficient use of limited transportation resources and maximize value to California, the Bay Area Master Plans should be fully integrated with the proposed California High-Speed Rail system.

It has come to my attention from numerous sources that the complex technical work that underlies any conclusions in the report must be thoroughly studied and adequately vetted both within the Bay Area, the Central Valley, and here in Sacramento. While there has already been some public input, my office, other agencies, and large public interest groups all concur that the plan needs additional work and analysis. Without this delay, my concern is that the enormous effort that went into the Master Plan will be shortchanged.

The Bay Area Master Plan effort can be a model for the State. To that end, I would like to facilitate a greater consensus than is currently present concerning the plan. Considering the importance and long-term significance of such a decision, I do not believe such a delay will hinder progress, but rather will considerably enhance the chances of success and efficiency in the long run. Therefore, I respectfully request that this extension be granted.

Sincerely,


JOHN GARAMENDI
Lieutenant Governor