

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEETING MINUTES
FEBRUARY 6, 2008
SACRAMENTO, CALIFORNIA**

The meeting of the California High-Speed Rail Authority was called to order on February 6, 2008 at 10:25am at the State Capitol, Room 4203 in Sacramento, CA.

Members Present: Quentin Kopp, Chairman
Rod Diridon, Sr.
Kirk Lindsey
Lynn Schenk
David Crane

Members Absent: Donna Andrews
TJ Stapleton
Curt Pringle
Fran Florez

Opening Comments

Chairman Kopp welcomed Board Members to today's meeting.

Approval of Meeting Minutes for the following Authority Meetings:

Chairman Kopp presented the minutes from the December 19, 2007 meeting for approval. Member Schenk moved to approve the meeting minutes Member Diridon seconded, which carried 5-0.

Authority Members' Meetings for Compensation

Chairman Kopp presented the list of meetings for compensation for approval. Member Lindsey moved to approve the list of meetings for compensation seconded by Member Diridon, which carried 5-0.

Member Reports

Chairman Kopp reported on January 3, 2008 he attended a meeting with the Los Angeles Chamber of Commerce, this meeting was initiated by the greater San Francisco Chamber of Commerce. Chairman Kopp reported initial indication of support for the High Speed Train project was a result of this meeting which led to 2 follow-up meetings, one of which would take place in March. This meeting would gather public support for the project.

Chairman Kopp also reported on January 11, 2008 the Senate Committee on Transportation had an informational hearing on the California High Speed Rail project in Oakland. Chairman Kopp and staff appeared reporting on the status of the project and discussed various issues.

Member Diridon introduced County Supervisor Ken Yeager who was present to observe and comment.

Member Diridon reported on an APTA meeting regarding a study of the tax revenue potential from the development of HSR that might be of interest to the Authority regarding Federal government funding.

Executive Director's Report

Executive Director Morshed reported work is proceeding in both Bay Area and Southern California corridors. Executive Director Morshed distributed to the Board a current schedule outlining the completion of the Final Bay Area to Central Valley EIR/EIS which is projected to be submitted to FRA for review in early March. Executive Director Morshed reported after additional work and review was done by other agencies the final EIR/EIS should be ready for distribution by the end of April and Board certification would take place in early June. Executive Director Morshed reiterated the fact that after the March date of the Draft Final EIR/EIS the rest of the dates are in the hands of the other agencies reviewing the EIR/EIS.

Member Diridon stated stations should be developed in city centers to discourage urban sprawl. Member Diridon stated the Authority station area development policy is 4 years old and asked the staff review the issue and have the Board adopt an amended policy.

Executive Director Morshed stated the policy Member Diridon spoke of could be revisited.

Member Diridon also thanked the staff of CALPIRG for the bumper stickers they had provided for the HSR project and encouraged HSR staff to keep in close contact with the organization.

Executive Director Morshed reported the establishment and approval of a CEA II position for the Authority.

Executive Director Morshed reported seminars were held by the Japanese delegation in Anaheim and in San Francisco regarding the Shinkansen and the benefits of HSR in California.

Program Manager's Report

Tony Daniels reported there had been much progress since the last Board meeting. Mr. Daniels reported the Program Management team has been working very efficiently with IMG/Lehman Bros. with the P3 initiative.

Mr. Daniels stated the PM team has been working hard on master schedule on the Record of Discussion (ROD) for the Bay Area – Central Valley Programmatic EIR/EIS. Mr. Daniels reported over 1400 comments had been received and the

staff was working on the replies to each comment as quickly and clearly as possible. The target date for the completion of this task is mid-March.

Mr. Daniels also reported meeting with SANDAG and SCAG to discuss the HSR route and alignment development. The meetings were successful in determining how the PM team, SANDAG and SCAG would work together.

Mr. Daniels reported Mayor Newsom had been added to the HSR informational video.

Mr. Daniels reported new handout materials were being drafted. Mr. Daniels states these handouts would be available to the Board in the next 2-3 weeks.

Chairman Kopp requested Authority staff to distribute revised handouts in draft form to the Board after they were completed.

Mr. Daniels reported the website re-design was almost complete and would allow for a more interactive view of the project.

Mr. Daniels reported a draft master schedule for the Project Level ROD had been produced for the initial phase of the project.

Mr. Daniels reported completion of the Draft Alternatives Analysis document for the LOSSAN corridor, and inter-agency meetings were setup for March 6-7, 2008.

Altamont Pass HST/Regional Rail Steering Committee

Executive Director Morshed reported there was a lack in response to letters sent out regarding the Steering Committee. Executive Director Morshed moved strike the item from the agenda.

Chairman Kopp acknowledged receipt of the responses sent into the Authority regarding the Steering Committee and agreed with Executive Director Morshed to remove the item from the agenda.

Member Lindsey objected to the removal of this item on the grounds that he understood parties were in fact interested in having a dialogue with the Authority staff regarding the project. Member Lindsey stated he felt the staff was not taking full advantage of the interested parties.

Chairman Kopp suggested the item be removed from the agenda and that staff continue to work as usual and discuss issues, problems and matters with interested parties.

Executive Director Morshed explained when Authority staff attend any meetings regarding the high-speed train project they must remain neutral, they cannot attend a meeting rallying for support for one alignment over another.

Chairman Kopp stated the matter was not closed and the Board would wait for a response from the Invitees regarding the letter sent out by Executive Director Morshed.

Zero Greenhouse Gas Emissions Study Proposal

Executive Director Morshed reported after initial research, the HSR project may be able to use zero greenhouse gas emissions but stated further research needed to be made. Executive Director Morshed recommended the authorization of \$30,000-\$40,000 to be used towards the further investigation of zero greenhouse gas emissions for the HST project.

Stuart Cohen

Mr. Cohen reported the issue of zero greenhouse emissions was a recurring issue and the study would be completed sometime in June, 2008.

Member Schenk moved to authorize Executive Director Morshed recommendation, seconded by Member Diridon, which carried 4-1. Member Crane objected.

Visalia-Tulare-Hanford Station Feasibility Study

Bob Schaevitz reported on the feasibility study conducted to identify viable alignment alternatives to support a station in the Visalia-Tulare-Hanford area.

Mr. Schaevitz's presentation is available upon request.

Leland Bergstom, Mayor, City of Kingsburg

Mr. Bergstom representing the cities of Kingsburg, Selma and Fowler. Mr. Bergstom stated these cities worked together and continue to support the HSR project. Mr. Bergstom stated if the Union Pacific right-of-way was utilized, part of Kingsburg would have to be demolished. Mr. Bergstom stated there were many practical alternatives provided by Mr. Schaevitz and his team that would allow the city to stay intact. Mr. Bergstom stated the City of Kingsburg did in fact want HSR trains, just not through the city. Mr. Bergstom stated on Highway 198 between Hanford and Visalia would be a good option for a station location and also along Highway 43. Mr. Bergstom stated he was appreciative of staff and consultants for conducting the study of the alignment and would continue to voice the needs of Kingsburg to the Central Valley. Mr. Bergstom stated the State projected the greatest amount of growth in California would be between Modesto and south of Tulare and Hanford to the west and because of that preservation of farm land would be a priority.

Dick Haile, Mayor, City of Corcoran

Mr. Haile stated he did not believe opening a station in the City of Hanford would fit the City's scheme. Mr. Haile stated the City of Corcoran continues its support for the HSR project and a station stop in the Tulare-Kings County area.

Carol Cairns, Assistant City Manager, City of Visalia

Ms. Cairns stated the City's appreciation of the Authority's support regarding moving forward of the feasibility study regarding the stop in the Tulare/Kings County. Ms. Cairns stated the City's appreciation for the positive work relationship with both Authority staff and Mr. Schaevitz and his team and their professional approach with working with the community and staff in conducting the study. Ms. Cairns stated Visalia's continued support of the HSR project and a station stop in the Tulare-Kings County area.

Richard Ortega, City of Tulare

Mr. Ortega representing the City of Tulare and the Mayor. Mr. Ortega stated the City continues its support for the HSR project and thanked the Authority for taking the time to conduct the feasibility study. Mr. Ortega requested the station stop be somewhere between Visalia and Tulare. Mr. Ortega stated putting the station there would not promote urban sprawl and would be easily assessable to the surrounding communities and it would also preserve the surrounding farmlands. Mr. Ortega stated this stop was very critical for the region because it helped to connect it with the entire California economy.

Nancy Lockwood, Visalia Chamber of Commerce

Ms. Lockwood stated she was present representing the 1100 businesses and 36,000 employees in the City of Visalia in support of the HSR project and the station in the Tulare/Kings County area. Ms. Lockwood stated the station would provide access to education, job creation and development, air quality improvement, all of which are important to the City of Visalia. It would also allow Visalia to have access to what will become a critically important transportation backbone to the State of California.

Paul Saldana, Tulare County Economic Development Corporation

Mr. Saldana thanked the Authority on behalf of the residents of the Tulare/Kings County area on conducting the feasibility study. Mr. Saldana stated the study showed a station could be supported in the region. Mr. Saldana stated their continued support and participation of the study through to the project level environmental work. Mr. Saldana reported a coalition had been assembled of elected officials and private interests in support of a stop in the area and were looking forward to the next phase of the project. Mr. Saldana stated the Coalition's support of the staff recommendation which would allow for the process to continue.

Josh Martin, Business Community of Visalia

Mr. Martin stated he wanted to clarify that some of the sites selected in no way would be promoting urban sprawl. Mr. Martin stated Tulare, Visalia and Hanford would all be growing together and the sites selected represent an opportunity to purchase the land and build the train in a more cost effective way and would help for economic growth in all areas.

Kenneth Gosting, Transportation Involves Everyone (TIE)

Mr. Gosting stated TIE has a specialty in land use and transportation and therefore took special interest in comments made by Member Diridon in which every effort be made to reduce sprawl and every effort be made to locate stations in city centers. Mr. Gosting asked the Board to note regarding Hanford, a delegation from Merced went to Hanford and spoke with elected officials. Mr. Gosting stated this was connected with a longer major ploy that HSR could be a major player in attracting people back to the downtown area, and to say that there was no issue with sprawl or the death of the downtown going on in Hanford ignored reality.

Richard Tolmach, California Rail Foundation

Mr. Tolmach stated the week prior to the Board meeting, a number of representatives had saw a presentation by Carrie Pourvahidi in Stockton. Mr. Tolmach stated a Mrs. Pourvahidi was unable to answer the question “once you built in the line in a particular location, how do you prevent development from happening?” which was the issue in the location of Visalia-Tulare-Hanford County and that it would also be an issue in Los Banos and Santa Nella. Mr. Tolmach also asked “How do you prevent a station, politically, from happening when you have extremely connected people who decide to buy land based on your plan to have a station at your location?” Mr. Tolmach stated he felt the Authority was manipulating land values.

Member Schenk moved to approve the feasibility study, Member Diridon seconded, which carried 5-0.

French Co-Operative Agreement

Executive Director Morshed recommended adopting the proposed agreement with the French Ministry for Ecology, Sustainable Development and Spatial Planning. The motion was moved by Member Schenk, seconded by Member Diridon, which carried 5-0.

Presentation on the TGV

Sebastien Gougouillat from the Transportation and Construction Attaché of the Embassy of France provided information on the French High Speed Train program.

Financing Plan Briefing

Sasha Page from IMG provided a draft "Request for Expressions of Interest (RFEI)" for board discussion.

University of California Berkeley Land use/Transit Oriented Development Study

This item was continued to the next board meeting.

Public Comment

An opportunity for public comment was provided during each public agenda item.

An opportunity for public comment was provided after all agenda items were heard.

Meeting adjourned at 2:25pm