



Memorandum

Date: January 26, 2017

To: CalMod Local Policy Maker Group (LPMG)

From: Ben Tripousis, Northern California Director, California High-Speed Rail Authority

Re: LPMG E-Update from High-Speed Rail

Statewide Update

Update on Funding Plans

During the December 13, 2016 California High-Speed Rail Authority (Authority) Board meeting, the Board of Directors approved the Central Valley Segment Funding Plan and the San Francisco to San Jose Peninsula Corridor Segment Funding Plan. By approving these funding plans, the Board completed another required step necessary to begin using Proposition 1A funds. In January, the two funding plans and corresponding Independent Consultant Reports were submitted to the [California Department of Finance](#) and the [Joint Legislative Budget Committee](#). You can read the cover letter, plan and report sent to Department of Finance and/or the Joint Legislative Budget Committee by clicking the links above. The Director of Finance has sixty days to make a decision to accept the plan, after which the Authority would seek a bond sale by the State Treasurer's Office.

Setting the Record Straight

In a letter to the legislature, which you can read [here](#), we correct some serious mischaracterization and misrepresentation of information related to the California high-speed rail program in the media. An article in *Los Angeles Times*, "California's bullet train is hurtling toward a multibillion-dollar overrun, a confidential federal report warns" fundamentally misrepresents the document it purported to report on, as well as the status of the program. The article misuses deliberative information to suggest cost overruns, delays and potential lapses of funds that are not borne out by facts.

New Federal Reports on Economic Impacts Due to High-Speed Rail

In January, two federal reports were released that show how investments in California's high-speed rail program have resulted in economic benefits and job creation in the Central Valley. U.S. Department of Transportation report introduced by former Vice President Joe Biden, [Shovel Worthy: What the Recovery Act Taught Us About Investing in Our Nation's Infrastructure](#), highlights how ARRA investments in the Central Valley have led to an economic turnaround in the region. U.S. Treasury Department's report, [40 Proposed U.S. Transportation and Water Infrastructure Projects of Major Economic Significance](#), shows California's high-speed rail program as having the third-highest economic benefit of any major infrastructure investments across the country.

January Board Meeting

During the January 18, 2017 Authority Board meeting, the Board of Directors approved the release of five Requests for Qualifications (RFQ) for Right-of-Way Engineering and Surveying Services for the Silicon Valley to Central Valley Segment. This RFQ is for a total of five qualified consultants, which will be divided up by geographical regions from San Jose to the Central Valley Wye in Chowchilla. A Pre-Bid Conference for businesses interested in these contracts will be held on February 10, 2017 from 10:30 a.m. to 12:30 p.m. in San Jose at the Santa Clara County Board of Supervisors' Chamber. Please join representatives from the Authority at this Pre-Bid Conference to network and learn more about the

requirements of the contracts, how to submit statements and the importance of small business participation.

Additionally, the Board of Directors concurred with a staff recommendation to identify State Route 152 North and Road 11 Wye Alternative as the Preferred Alternative for the Central Valley Wye. The Preferred Alternative will be identified in the Draft Supplemental Merced to Fresno Project Section EIR/EIS that is expected to be released in the coming months. Keep in mind that with the concurrence of a Preferred Alternative by the Board of Directors, the State Route 152 North to Road 11 alternative alignment is not an approval of the alignment. This identification simply allows the public and stakeholders, during their review of the draft document, to focus their attention and comments on the Preferred Alternative. All four Central Valley Wye alternative alignments will be analyzed in the Draft environmental document, but approval of any alternative can only occur after public review and comment on the Draft and Authority finalization of the document. The Central Valley Wye connects the Bay Area to the Central Valley and Northern California and is part of the Silicon Valley to Central Valley line.

Information on all items discussed at the January Board of Directors meeting can be found online, [here](#).

December Construction Update

The [December Construction Update](#) shows progress made over the last month at several work sites in the Central Valley. This update also looks back at the progress made during 2016 featuring three "Year in Pictures" videos looking at the Fresno River Viaduct, Tuolumne Street Bridge and Cedar Viaduct.

San Francisco to San Jose Project Section Update

2016 Recap

2016 was an exciting year for the San Francisco to San Jose Project Section! Below are a few highlights from the year:

- **Scoping:** On May 9, 2016, in concert with the Federal Railroad Administration's (FRA) issuance of a Notice of Intent (NOI), the Authority issued a Notice of Preparation (NOP) for the San Francisco to San Jose Project Section to solicit input on the scope of the draft environmental document. During the scoping period, which concluded on July 20, over 160 individuals attended the Scoping Meetings in May, where numerous oral and written comments were submitted and considered in the environmental analysis process. In total, more than 197 comments were received. A Scoping Report was developed summarizing those comments, which also describes the next steps in the environmental review process. The Scoping Report can be found online, [here](#).
- **Community Working Groups (CWGs):** The Authority established three Community Working Groups for the corridor: San Francisco, San Mateo County and Santa Clara County. The Community Working Groups are comprised of representatives from a variety of local community and interests groups including non-governmental organizations, chambers of commerce, and neighborhood associations. The Community Working Groups met twice in 2016 to learn about the development of the project section and to share their interests and concerns. The Authority will continue to work with these groups in 2017.
- **Environmental Justice Outreach:** Environmental Justice is the fair treatment of people of all races, cultures, and income, including minority and low-income populations, with respect to the development, adoption, implementation and enforcement of environmental laws and policies. The Authority incorporates environmental justice into its program, policies and activities to mitigate disproportionate adverse impacts, particularly on minority and low-income populations. In 2016,

the Authority conducted interviews with community leaders from thirteen organizations in identified minority and low-income communities throughout the corridor. These interviews were aimed at gaining an understanding of community interests and concerns, and to solicit input on best practices to effectively and meaningfully engage with these communities. The Authority participated in eight events in these communities last year, including information tables and presentations at community meetings. These events were effective in introducing the project and fostering relationships with these communities. The Authority will continue to work with these groups in 2017.

- **Caltrain Partnership:** In 2016, the Authority signed a [funding agreement and supplement](#) to the 2012 Nine-Party MOU that outlines the Authority's commitment to provide Caltrain with an additional \$113 million to support the Peninsula Corridor Electrification Project (PCEP), bringing the Authority's total contribution to \$713 million. Seven of the original nine parties to the 2012 Nine-Party MOU, including the Authority, identified additional funding to reach the estimated cost of the PCEP, identified as \$1.972 billion by the Peninsula Corridor Joint Powers Board (PCJPB) in 2016. The Authority is looking forward to continuing these partnerships in 2017. The opportunity to meet and engage with the Caltrain-formed CSCG and LPMG bi-monthly has been invaluable.

2017 Look Ahead

The Authority is preparing for three important environmental milestones in 2017:

- Spring 2017 – Identify a Staff Recommended Preferred Alternative (PA)
- Summer 2017 – Release the Draft Environmental Document
- End of 2017 – Release the Final Environmental Document and Record of Decision

The Authority will be conducting a variety of outreach activities to share and gather input on the range of project alternatives and PA for the San Francisco to San Jose Project Section. Outreach activities will include Community Working Group meetings, Open House meetings, environmental justice outreach, and legislative briefings.

Community Working Group Meetings

The next round of Community Working Group meetings for the San Francisco to San Jose Project Section have been scheduled as follows:

- **January 30, 2017** - San Mateo County CWG Meeting at Millbrae Library
- **January 31, 2017** - Santa Clara County CWG Meeting at Santa Clara Central Park Library
- **February 2, 2017** - San Francisco CWG Meeting at MTC (375 Beale Street)

Each meeting will take place from 6:00 – 8:00 p.m. The focus of these meetings will be on discussing the range of alternatives under consideration and continuing to discuss community values.

Open House Meetings

The next round of Open House meetings are expected to take place in the spring of 2017 to discuss both the range of alternatives and the staff recommended Preferred Alternative.

Upcoming CSCG and LPMG Meetings

The next CSCG meeting is scheduled for **Wednesday, February 15, 2017** from 10:00 am – 12:00 pm at the San Mateo County Library's Oak Room (125 Lessingia Court, San Mateo, CA 94402). The next LPMG meeting scheduled for **Thursday, February 23, 2017** from 6:00 – 8:00 pm at Samtrans in the 2nd Floor Auditorium (1250 San Carlos Avenue, San Carlos, CA 94070).