



## Memorandum

**Date:** October 27, 2016

**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

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## Statewide Update

### Assembly Bill 1889 Signed by Governor Brown

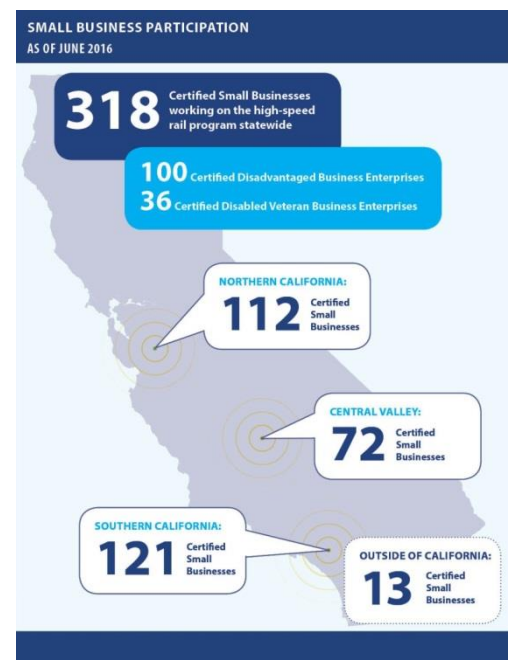
On September 28, 2016 Governor Brown signed Assembly Bill (AB) 1889 (High-Speed Rail Authority: high-speed train operation), authored by Assembly Member Kevin Mullin. AB 1889 provides clarification regarding the meaning of “suitable and ready for high-speed train operations” within the context of the funding plan statutorily required in order to expend certain Proposition 1A bond funds appropriated by the Legislature pursuant to Senate Bill (SB) 1029 (Ch. 152. Statutes of 2012). The bill also provides that a corridor or usable segment is “suitable and ready for high-speed train operation” if the bond proceeds (as appropriated pursuant to SB 1029), are to be used for a capital cost for a project that would enable high-speed trains to operate immediately or after additional planned investments are made on the corridor or usable segment and passenger train service providers will benefit from the project in the near term. Additional information about the bill can be found [here](#).

### October Board Meeting

The last California High-Speed Rail Authority Board of Directors meeting occurred on October 11, 2016. At the meeting, Small Business Advocate Alice Rodriguez provided an update on the high-speed rail’s small business program. To date, the high-speed rail program is meeting and in many cases exceeding its commitment to small business participation with 318 certified small businesses working on the program, of which 112 of those are from Northern California.

One of the business profiled as part of this presentation is NSI, a San Jose-based firm that is doing quality assurance on the Northern California portions of the high-speed rail program. NSI is certified as a woman-owned small business, a disadvantaged business and a disabled veteran business. Watch [this video](#) so see why owner Laura Uden says the High-Speed Rail Authority’s aggressive small-business participation goal has given her company opportunities it might have not otherwise had.

The next Authority Board of Directors meeting will take place on Monday, November 14, 2016. More information can be found [here](#).



### Construction Update

On October 17, U.S. Department of Transportation Secretary Anthony Foxx toured construction of the nation's first high-speed rail system today while in the Central Valley. Secretary Foxx, accompanied by California State Transportation Agency Secretary Brian Kelly and High-Speed Rail Authority CEO Jeff Morales, visited the work sites of the Fresno River Viaduct near Madera, as well as the San Joaquin River Viaduct and the Tuolumne Street Bridge in Fresno. While on the tour Secretary Foxx had the opportunity to speak with trade and labor union members about their roles in the construction of high-speed rail.



On September 14, Governor Edmund G. Brown, Jr. paid a visit to one of the work sites. In Fresno, to sign several recently passed pieces of environmental legislation, the Governor had a look at the work going on at the Fresno Trench. While there, he spoke with some of the building and construction trade workers on site.



To learn more about the latest information about the eight active high-speed rail construction sites, visit [www.BuildHSR.com](http://www.BuildHSR.com) or read the September Construction Update [here](#).

# San Francisco to San Jose Project Section Update

## Update on the Scoping Report

We are getting closer to the release of the San Francisco to San Jose Project Section scoping report and anticipate its release in the coming weeks. The report will summarize the comments received from the public and agencies, provides information on the three scoping meetings held during the scoping period, and describes the next steps in the environmental review process.

On May 9, 2016, we issued a Notice of Preparation (NOP) to initiate a project level environmental impact report (EIR)/environmental impact statement (EIS) for the San Francisco to San Jose Project Section. At the same time, our federal partner, the Federal Railroad Administration (FRA) issued a new notice of intent (NOI) to initiate the federal environmental review process for the project section. As part of the issuances of the NOP/NOI, a formal comment period related to public scoping began which allowed for public comments to be received until July 20, 2016.

It will be made available online [here](#).

## Update on Environmental Schedule

As previously reported our schedule indicates that we had planned to bring the Preliminary Preferred Alternative (PPA) for the San Jose to San Francisco Project Section before the Board of Directors at the November Board meeting. As we continue our environmental analysis and technical review we have determined that more time is necessary and are in the process of updating our schedule. This includes future community open houses and milestones dates. More information about those open houses and the schedule will be forthcoming.

## Community Working Group Meetings

In October, we held a second round of Community Work Group (CWG) meetings within the San Francisco to San Jose Project Section.

Meeting dates and locations:

- San Mateo County CWG – Thursday, October 6 in Redwood City (Veterans Memorial Center)
- Santa Clara County CWG – Thursday, October 13 in Mountain View (Silicon Valley Foundation)
- San Francisco CWG – Wednesday, October 26 in San Francisco (SPUR)

The purpose of these meetings was to: 1) provide a statewide program update; 2) provide a project section update including new information on key project elements and an update on upcoming and recent outreach; and 3) review and discuss community priorities and values identified during the first round of CWG meetings.

At the meetings, members reviewed community values and priorities identified during the first round of meetings and discussed key comments shared on roll plot maps of the project section. High-Speed Rail program staff provided updates on key project elements, including the potential light maintenance facility and station planning.

For the light maintenance facility, we are considering two options: West Brisbane and East Brisbane. Each facility will be approximately the same size and have the same storage capacity. Key differences between the two options include potential impacts to the Bayshore Caltrain Station and potential scheduling impacts based on the ability to move trains in and out of the facility efficiently.

We are also in the process of refining station footprints for the three stations within the San Francisco to San Jose Project Section (San Francisco (4<sup>th</sup> & King), Millbrae (SFO), and San Jose (Diridon), analyzing platform and track configurations, and working with surrounding cities, transit agencies and communities to discuss station site and area access considerations.

Materials from each CWG meeting can be found on the website, [here](#).

#### Upcoming and Recent Outreach Activities

In addition to the CWG and Open House meetings, below is a list of recent and upcoming outreach activities occurring in the San Francisco to San Jose Project Section:

- North Fair Oaks Community Council Meeting (8/25/2016)
- Gardner Community Flea Market (8/20/2016)
- San Mateo County Board of Supervisors Presentation (9/6/2016)
- Viva Calle San Jose (9/18/2016)
- Day on the Bay Multicultural Festival (10/9/2016)
- Rail~Volution California Day (10/12/2016)
- Redwood City Chamber of Commerce Presentation (11/10/2016)

#### Upcoming CSCG and LPMG Meetings:

Please note that the November CSCG and LPMG meetings are rescheduled due to the Thanksgiving holiday landing on the fourth Thursday.

The next CSCG meeting is scheduled for **Wednesday, November 9** from 10:00 am – 12:00 pm and the next LPMG meeting scheduled for **Thursday, November 17** from 6:00 pm – 8:00 pm.



Local Policy Makers Group (LPMG)
Summary Meeting Notes for September 22, 2016

Summary Notes

1250 San Carlos Ave., San Carlos, CA 94070 (Caltrain Offices, 2nd-floor Auditorium)

Members Present:

Table with 4 columns: City/County, Representative or Alternative, Present (Yes/No). Lists 18 cities/counties and their representatives, with 'X' marks indicating presence.

Chair: Acting Chair Peralez (A. Tissier was unable to attend)

Vacant Seat(s): City and County of San Francisco Board of Supervisors (BOS), San Mateo County BOS, Santa Clara County BOS

Authority Team: B. Tripousis, M. Galli, W. Gimpel, R. Walter, M. Marvin, C. Butsunturn

1. Introductions and Agenda Review

Ben Tripousis, California High-Speed Rail Authority Northern California Regional Director, welcomed LPMG members and conducted roll call of LPMG members in attendance. No quorum was established. Acting Chair Raul Peralez, City of San Jose, reviewed the agenda.

## 2. High-Speed Rail Program Update

### Statewide Update

Tripousis announced that the Authority's Board of Directors had approved the Peninsula Corridor Improvement Plan Consisting of Funding Support for Caltrain Electrification on August 9, 2016. The Board of Directors' approval of the agreement memorializes the Authority's existing commitment to provide \$600 million in funding through Proposition 1A funds towards Caltrain's Modernization Program. The Authority is now working with Caltrain to complete a Program Management Funding Agreement in order to provide the Proposition 1A resources.

The next Authority Board meeting will take place on Tuesday, October 11 in Sacramento.

### San Francisco to San Jose Project Section Update

Morgan Galli, Outreach, reviewed upcoming and ongoing outreach activities, including the following:

- The next round of CWG meetings will be on October 6, 13, and 26, 2016.
- Authority Board meetings will be held on October 11 and November 8.
- A Scoping Report for the San Francisco to San Jose Project Section is intended to be released in the fall of 2016.
- Permit-to-Enter (PTE) requests have been sent to private landowners to conduct non-intrusive pedestrian surveys on private property throughout the corridor. The intent of the surveys is to gather information which will be used to analyze project alternatives.

Galli reviewed the first round of Community Working Group (CWG) meetings, which were held in July and August 2016, as well as the September 14 meeting of the City/County Staff Coordination Group (CSCG). These meetings included a Community Priorities Exercise, the intent was to identify community values (communicated by community members) and, subsequently, how they relate to the California High-Speed Rail project. These values or objectives include, but are not limited to, improvements in mobility, environmental quality, economy, and community livability. Through this exercise, the Authority will be able to establish criteria that will be used to inform project parameters and local project opportunities outside the project definition. The Authority will provide more details about potential collaborative projects at future CWG meetings and help prioritize these projects based on the objectives of the community.

The Authority hosted a Small Business Workshop in Menlo Park on August 22<sup>nd</sup> and will hold another in the Gilroy area in early 2017. These workshops are a part of a statewide program designed to help small businesses who wish to become certified as a Small Business Enterprise (SBE) to work with the Authority.

Recent environmental justice (EJ) outreach efforts include interviews with local community and organization leaders, information tables at community events, and organizing community meetings. Interviews with local community and organization leaders were conducted with the

purpose of gaining meaningful insight for outreach best practices and ongoing opportunities to engage EJ communities throughout the Peninsula corridor.

#### *LPMG Member Comments, Questions & Answers*

- Q: Upcoming CWG meetings and Open Houses are not listed on the website. Is there a plan to get them posted?  
A: There will be a placeholder until dates and venues are finalized. The agenda will be posted when available.
- C: Please include the City of Millbrae in the Millbrae Intermodal Working Group.  
A: City of Millbrae staff have been invited and have participated. The Authority communicates regularly with City of Millbrae staff, including the city manager.

### **3. Grade Separations Update**

Members of the LPMG are interested in partnering with the Metropolitan Transportation Commission (MTC) to look comprehensively at grade separations from San Francisco to Gilroy. This effort would include a project development process and a review of best practices, would inform how long-term grade separation projects are approached moving forward, and would serve as a roadmap for all stakeholder agencies for future grade separation projects. The partnership also will look at how grade separation projects could be funded, including federal, state, and regional sources.

Tripousis reiterated that the Authority's participation in an MTC study is separate from the current High-Speed Rail environmental review process, which focuses on various environmental impacts.

Pat Burt, Mayor of Palo Alto, presented a memorandum and prospective motion describing a recommended approach for the LPMG to engage with the MTC on the Grade Separation Study. Burt summarized the values of the MTC Grade Separation Study Grant, stating that the long-term success of rail in the corridor and the relationship of grade crossings to the wellbeing of the communities are dependent on a comprehensive grade separation plan. Burt explained that cities between San Francisco and San Jose along the existing rail corridor will benefit from such a study that considers best practices, as well as design in the context of the communities in which they exist.

Following Burt's presentation, LPMG members discussed the proposed approach and the Grade Separation Study. Comments included ensuring that the study would focus on location-based needs and clarifying the role of the various entities involved in the study. Gillian Gillett, City and County of San Francisco, summarized a proposed Steering Committee for the study. This committee would be composed of LPMG members and representatives from SamTrans, the Authority, and Union Pacific (UP). A technical working group for this study also was proposed which would comprise of representatives from MTC, CSCG, LPMG, SamTrans, the Authority, and UP.

A discussion ensued about whether or not the LPMG had the authority to authorize a subgroup to act on behalf of the LPMG. With no quorum present, it was suggested that the issue be addressed during the next LPMG meeting in October.

#### *LPMG Member Comments, Questions & Answers*

- Q: Cities are deeply concerned about looking at grade separations and local impact. How is the Authority measuring that?  
A: The current environmental analysis focuses on traffic impacts at crossings, the effect of gate down time, and how to mitigate those impacts. The Authority will study the incremental effects of electrification, High-Speed Rail, and future scenarios regarding traffic, including cumulative overall change. Safety and noise also will be examined.
- C: There is no funding in the Authority's Business Plan to address these issues, and it has not been acknowledged by the Authority or Caltrain.

#### **4. Public Comment/Questions**

- C: People are eager to find out the status of the potential light maintenance facilities in the Brisbane area. The City of Brisbane is looking at land use issues in the same area.
- C: At the recent CWG meetings, there was rich feedback on station area planning in Millbrae and other areas. An in-person walking tour would be useful at future meetings, as well as continuing with the roll plot map exercises.
- C: Detailed planning begins early. If you leave grade separations to the Authority's design team, they'll do a great job but they will think North-South, not East-West. These will alter cities along the Peninsula. Do something that is consistent with values of these cities, something we'll all be proud of in 20 years.
- C: I support taking a regional effort and process in regards to grade separations. Why does the corridor underperform in getting funding? It is difficult to work together to leverage the Peninsula's collective economic resources and population. Better coordination is required. In regards to the challenge of getting a quorum, creating yet another body, as the Steering Committee for the Study Grant, seems like more trouble. There needs to be a single committee or group with representatives from all jurisdictions involved.

#### **5. LPMG Member Comment/Requests**

With no quorum present, it was requested that a vote on a subgroup to engage MTC on the study proposal be added to the agenda for the next meeting.

#### **6. Next Meeting**

The next Caltrain-hosted LPMG meeting will occur on October 17, 2016. The next Authority-hosted LPMG meeting will be held on November 17, 2016.