

**Peninsula Corridor Joint Powers Board
Work Program – Legislative – Planning Committee
1250 San Carlos Avenue, San Carlos CA
MINUTES OF NOVEMBER 26, 2019**

MEMBERS PRESENT: C. Brinkman, C. Chavez

MEMBERS ABSENT: C. Stone (Chair)

STAFF PRESENT: J. Hartnett, B. Fitzpatrick, C. Fromson, M. Jones, M. Reggiardo, S. Petty, D. Seamans, J. Cassman

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Acting Chair Brinkman called the subcommittee meeting to order at 1:03 p.m. and led the Pledge of Allegiance.

ROLL CALL

District Secretary Dora Seamans called the roll, confirmed a quorum. Director Stone was absent.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

APPROVE MEETING MINUTES OF SEPTEMBER 25, 2019

By motion (Chavez/Brinkman), the Committee recommended Board approval of the September 25, 2019 minutes.

Ayes: Chavez, Brinkman

Noes: None

Absent: Stone

ACCEPT 2020 WORK PROGRAM-LEGISLATIVE-PLANNING COMMITTEE MEETING CALENDAR

By motion (Chavez/Brinkman), the Committee recommended Board approval of the 2020 meeting calendar.

Ayes: Chavez, Brinkman

Noes: None

Absent: Stone

ACCEPT THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN

Melissa Reggiardo, Manager, Caltrain Planning, provided a comprehensive presentation on the Diridon Integrated Station Concept Plan and recommended acceptance of the preferred conceptual layout for further development, in coordination with the partner agencies; the Santa Clara Valley Transportation Authority (VTA), the California High Speed Rail Authority (CAHSR) and the City of San Jose (City). Ms. Reggiardo acknowledged the consultant team of Arcadis/Bentham/Crowell who were instrumental in coordinating all of the concepts.

Ms. Reggiardo provided conceptual illustrations of the initial three concepts, as follows:

- San Fernando Street – At-grade station on San Fernando Street, which is most similar to today's station layout. It utilizes the existing northern and southern track alignment;

- Santa Clara Street – Elevated station on Santa Clara Street, which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate Caltrain's maintenance facility (Caltrain Central Equipment and Maintenance Facility or "CEMOF"). She noted the layout provided an option to operate some rail service over a new southern rail alignment on a viaduct over Interstate 280/State Route 87;
- Stover Street – Elevated station on Stover Street (between San Fernando Street and Santa Clara Street), which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate CEMOF.

Ms. Reggiardo introduced a fourth concept of an elevated dual concourse, which contained a combination of favored elements in the above three and stated it was now considered the preferred alternative amongst the partners:

- Elevated Dual Concourse – Elevated station with platforms south of San Carlos Street and concourses located at Santa Clara Street (to connect with BART) and San Fernando Street. The layout utilizes the existing rail alignment to the north and could utilize either the existing alignment or Interstate 280/State Route 87 alignment to the south. The relocation of CEMOF would be necessary.

Acting Chair Brinkman invited public comment.

Public Comment

Drew, San Mateo, requested to see details regarding the northern and southern alignments.

Committee members discussed all four concepts and surrounding areas. Ms. Reggiardo answered questions of committee members and explained details and next steps in advancing the conceptual layout and securing funding over the next year.

By motion (Chavez/Brinkman), the Committee recommended Board approval of the fourth concept of an elevated dual concourse as the preferred alternative for the Diridon Station.

Ayes: Chavez, Brinkman

Noes: None

Absent: Stone

UPDATE ON CALTRAIN RAIL CORRIDOR USE POLICY

Melissa Jones, Principal Planner, stated the item was informational. She provided background and concepts on the use policy, noting that it is one of four interrelated planning and policy efforts that are being worked on regarding the future use of the Peninsula Corridor Joint Powers Board property. (The other three being the Caltrain Business Plan, the Caltrain Station Management Toolbox and the Caltrain Transit-Oriented Development Policy.)

Ms. Jones stated staff has been engaged in developing a use policy, similar to creating a city's zoning code, which would provide guidance in making land use decisions, noting that it would closely align with the Business Plan. She stated the policy was necessary to respond to frequent requests from third parties to use the property for a variety of non-railroad uses, such as, development projects, commercial businesses, accessing facilities, pop-up events, farmer's markets and utilities.

Continuing, Ms. Jones presented draft maps illustrating the possible uses along the corridor, a preliminary assessment of potential opportunity sites for development projects. Ms. Jones responded to committee member's questions and discussed the next steps in the process including bringing the administrative component back in December.

Acting Chair Brinkman invited public comment.

Public Comment

Roland Lebrun, San Jose, suggested swapping parcels with adjacent cities for lands that Caltrain is interested in but felt a moratorium should be installed until Caltrain is separated from SamTrans.

Drew, San Mateo, suggested adding the Union Pacific right of way on the maps. He provided commentary to station access, housing and inclusion of other community benefits when drafting the use policy.

Karen Camacho, Housing Leadership Council, expressed appreciation for the presentation and suggested including an affordable housing aspect in the policy with a 20 percent affordable component.

TRANSIT-ORIENTED DEVELOPMENT (TOD) POLICY UPDATE

Brian Fitzpatrick, Director of Real Estate and Property Development, provided a brief update using overhead visuals on the Transit-Oriented Development policy as a tandem report to the presentation on the draft Use Policy. Mr. Fitzpatrick discussed the uniqueness of right of way property holdings and provided initial thoughts on the draft use policy as it related to the Transit-Oriented Development Policy. Mr. Fitzpatrick discussed next steps in crafting the TOD policy, with hopeful adoption in February 2020.

Acting Chair Brinkman invited public comment.

Public Comment

Roland Lebrun, San Jose, provided a variety of comments regarding utilities, trenching, track relocation and expanding infrastructure.

Drew, San Mateo, discussed the San Mateo and Hillsdale station development and how to improve access to the southside of Hillsdale and incorporation of a community benefit in the project. He requested staff to include a broader scope of the agency's

plans for the future so that the public could understand what is being planned in and around stations.

2020 LEGISLATIVE ITEM

This report was deferred to a future meeting.

COMMITTEE MEMBER REQUESTS

None.

DATE/TIME OF NEXT REGULAR WORK PROGRAM-LEGISLATIVE-PLANNING COMMITTEE

MEETING: December 19, 2019 at 9:00 a.m., San Mateo County Transit District
Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

ADJOURN

The meeting adjourned at 3:02 p.m.