



Memorandum

Date: August 25, 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

Statewide Update

August Board Meeting

On August 9, 2016, the Authority's Board of Directors unanimously approved two resolutions under a single agenda item (Agenda Item 2). They approved a Peninsula Corridor Improvement Plan Consisting of Funding Support for Caltrain Electrification and they approved a funding Memorandum of Understanding (MOU) for the San Mateo grade separations project.

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 conversion of the San Francisco to San Jose rail corridor from diesel/non-electrified to electrified. This money was allocated for this purpose by the California Legislature in 2012.

Additionally, the Board adopted [Resolution 16-22](#) that approved the execution of an MOU with the City of San Mateo to contribute \$84 million toward the San Mateo grade separation project. This grade separation project is necessary to improve safety and traffic operations on the Caltrain/Authority Blended System corridor.

The approval of this agreement commits an additional \$197 million (\$113 for Caltrain electrification and \$84 for the San Mateo grade separation project) in funding beyond the \$600 million. These funds were also earmarked in the Authority's 2016 Business Plan. The memo submitted to the Authority Board on this agenda item can be found [here](#).

July Construction Update

Since the start of construction more than a year ago, the project now has seven active sites with more to come this fall. In this month's construction update [here](#), multiple images are shared that highlight the progress being made to build high-speed rail.

San Francisco – San Jose Project Section Update

Community Working Group Meetings:

The Authority convened the first round of Community Work Group (CWG) meetings in the San Francisco to San Jose Project Section. There are three groups, one for each county in the project section: San Francisco, San Mateo County, and Santa Clara County. Each group is comprised of community representatives from various constituencies and local interest groups involved in business development, neighborhood associations, transportation advocacy, environmental and health communities, and social issues in the region.

Meeting dates and locations:

- San Mateo County CWG – Monday, July 25 in Millbrae (Millbrae Library)
- Santa Clara County CWG – Tuesday, August 2 in Mountain View (Historic Adobe Building)
- San Francisco CWG – Thursday, August 4 in San Francisco (SPUR)

The purpose of these meetings was to: 1) provide a project section update; 2) solicit and share stakeholder interests and concerns and; 3) collect location specific data along the existing Caltrain right-of-way.

During the CWG meetings, members completed a Community Priorities Exercise. The intent of the exercise is to hone in on community values and, subsequently, how the project may affect those values. Values and objectives emphasized most by the CWG members included: reduction in noise; improvements to safety; mobility and clean air; economic development; climate change mitigation; traffic impacts; and neighborhood health and ensuring stability in existing communities, especially those that are disadvantaged.

CWG members also participated in a “Walk the Corridor” exercise. Through the use of roll plot maps of the existing Caltrain right-of-way, CWG members were given the opportunity to view the blended system, ask Authority staff questions, and provide written comments directly on the maps. Materials from each CWG meeting can be found on the website [here](#).

Environmental Justice Outreach

The Authority is currently conducting interviews with environmental justice (EJ) organizations and community leaders in the San Francisco to San Jose Project Section. The intent of these interviews is to:

- Gain a strong understanding of the interests and concerns of low-income and minority populations and how they relate to the project,
- Obtain input to inform the development of an EJ outreach strategy and schedule of EJ engagement activities,
- Solicit stakeholder input on best practices to effectively and meaningfully engage low-income and/or minority communities,
- Request stakeholder assistance in outreach efforts to their constituents, and
- Identify other EJ advocacy groups and stakeholders to engage

Upcoming CSCG and LPMG Meetings

The next CSCG meeting is scheduled for **Wednesday, September 14** from 10:00am – 12:00pm. This meeting was rescheduled from the third Wednesday of every month to allow for a week between the CSCG and the next LPMG meeting scheduled for **Thursday, September 22nd** from 6:00pm – 8:00pm.



Local Policy Makers Group (LPMG) Summary Meeting Notes for July 28, 2016

Summary Notes

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

Members Present:

City/County	Representative or Alternative	Present	
		Yes	No
Atherton	C. Wiest		X
Millbrae	W. Lee		X
Mountain View	C. Clark	X	
Mountain View	L. Siegel		X
Palo Alto	E. Filseth	X	
Redwood City	J. Borgens		X
San Bruno	K. Ibarra		X
San Carlos	R. Collins	X	
San Francisco	G. Gillett	X	
San Jose	R. Peralez	X	
San Mateo	J. Goethals		X
San Mateo County Board of Supervisors	A. Tissier	X	
Santa Clara	T. O'Neill		X
South San Francisco	K. Matsumoto	X	
Sunnyvale	J. Davis	X	

Authority Team

B. Tripousis, B. Fukuji, M. Galli, W. Gimpel, M. Marvin, K. Powis, K. Rugani, S. Trisal, Y. Yip, B. Bucaro

1. Introductions

Adrienne Tissier, LPMG Chair, began the meeting by introducing herself and stating that, as of 6:15 p.m., a quorum was not yet present.

2. LPMG Role/Structure

The discussion of and vote for a Vice Chair was delayed until the next meeting on August 25, 2016.

3. Statewide Update

Ben Tripousis, Regional Director, provided an update that the next California High-Speed Rail Authority (Authority) Board meeting will take place on August 9, 2016, in Sacramento.

Proposed actions by the Board related to the Authority and Caltrain partnership include the approval of the 7-Party Memorandum of Understanding (MOU) and the approval of a funding agreement for the San Mateo grade separation project.

The July Construction Update was circulated and made available on the Authority website. The update includes video clips of construction activities in the Central Valley. Tripousis also shared the new “Build HSR” project logo.

4. San Francisco to San Jose Project Section Update

Shilpa Trisal, Environmental, discussed the Scoping process, noting that the process officially started with release of the Notice of Intent/Notice of Preparation (NOI/NOP) on May 9. Scoping comments were received through July 20 and will be fully compiled, analyzed, and included in a formal Scoping Report to be released in September 2016. Trisal shared that three Scoping meetings were held in May, where over 160 stakeholders attended. Trisal provided a brief summary of Scoping comments received by the Authority, noting that more than 600 pages of comments were received.

Key comments and themes heard through the Scoping process include:

- Traffic effects due to increased gate-down time at the at-grade crossings
- Noise effects due to increased number of trains
- The need for grade separations and quiet zones
- Safety effects due to increased trains and speeds
- Emergency response time effects due to traffic effects
- Air quality issues due to traffic effects and passing trains
- Division of existing communities

Suggested alternatives from Scoping comments include:

- Elevated vs. Aerial vs. Tunnel Options for San Jose Approach/Diridon
- Grade Separate some or all of the Caltrain Corridor; Grade Separate before Caltrain’s electrification
- System-wide shared level boarding
- Maintenance facility locations(s) other than Brisbane
- Mid-Peninsula HSR Station
- Increase speeds above 110 mph

5. Environmental Review Process and Environmental Studies

Trisal reviewed the milestone schedule. The Authority will identify a Preliminary Preferred Alternative (PPA) in the fall 2016 and a Record of Decision (ROD) is anticipated in late 2017. The lead agencies, the Federal Railroad Administration (FRA) and the Authority, are jointly preparing environmental documents in accordance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The PPA may be identified in the Draft Environmental Impact Report/Statement (EIR/S), and it also may be released after the Draft EIR/S. The Authority will release the PPA prior to the Draft EIR/S to conform with federal guidance and to leverage key provisions in the federal statute (MAP-21). Although a preferred alternative will be identified, all alternatives

will be analyzed and included in the Draft EIR/S and a final decision will not be made until the Final EIR/EIS is certified.

6. **Third-Party Reimbursement Agreements**

Biagio Bucaro provided an overview of reimbursement agreements city and county governments may enter into with the Authority. Bucaro noted that many cities throughout the San Francisco to San Jose Project Section have agreements with the Authority. He also encouraged LPMG members to contact him with any questions or for further information. Tripousis added that, in general, the third-party agreements are intended to ameliorate any impacts to local agencies that are partnering with the Authority on the analysis, including staff hours and consulting services.

7. **High-Speed Rail Station Planning Efforts**

Bruce Fukuji, Planning, provided an update on the San Francisco to San Jose Project Section station planning efforts. Fukuji described the process for designing and planning a station, noting that partner and stakeholder feedback is a key part of the process.

- **Diridon Station:** Diridon station maps compared the aerial and at-grade alternatives. The Authority is performing a mode share analysis that identifies local and regional factors influencing travel behavior, analyzing the existing and planned transportation network and land use changes, and researching relevant BART and Caltrain policies. The Diridon Station intermodal working group, which is comprised of Authority, Caltrain, the City of San Jose, and VTA, is working together on environmental clearance, station area planning, and integrated intermodal facility planning.
- **Millbrae:** The team is considering land use changes such as BART planning efforts and real estate developments in the immediate area. These planning efforts include track alignment, platform configurations, and managing station access.
- **4th and King Station:** The current work is being built upon what was done in 2011 and include efforts to improving station access as well as analyzing modifications to Caltrain infrastructure to maintain access to surrounding public transit options, such as MUNI.

Fukuji discussed adjusting mode share for station planning and environmental analysis. Mode share analysis will be modified to reflect local factors at each station state-wide, which will incorporate previous work done by partner agencies (i.e., Caltrain and BART). Factors include how people get to stations and when they arrive at them. The 2016 Business Plan assumes unconstrained parking at stations; the team recognizes parking will be constrained at 4th & King, Millbrae, and Diridon stations and the effort will include a mode share analysis.

LPMG Member Questions & Answers

- **Q:** Is the Authority including grade separations in the mode share analysis as well?
A: The mode share analysis will focus primarily on stations. Grade crossings and separations are being considered in the overall project environmental analysis and will consider a full range of impacts, including traffic impacts.

8. **Outreach**

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

- San Francisco to San Jose Community Working Groups (CWG): The first CWG meetings for this project section were held on July 25 (San Mateo County), August 2 (Santa Clara County), and August 4 (San Francisco County).
- Environmental Justice (EJ) Outreach: Informal interviews are being conducted with EJ leaders and communities to gather information about the communities themselves, best practices for engagement, and upcoming engagement opportunities. Galli welcomed LPMG members to provide any suggestions on additional EJ communities or groups.
- Permit-to-Enter (PTE) Process: PTE is the process in which the Authority notifies and requests permission for staff to access private property for land surveys on and near the proposed alignment. The upcoming land surveys will be non-intrusive. Staff will walk around on foot, take notes, and potentially take photos. PTE requests will be sent to property owners in the next few weeks.
- Proposed Alignment Tour: The Authority is thinking of planning an alignment tour. This will likely occur in September. Galli encouraged participants to contact her if interested in participating.

LPMG Member Comments, Questions & Answers

- Q: How many people attended the July 25 San Mateo County CWG meeting?
A: There are approximately 15 people on the San Mateo County CWG and six of them attended the July 25 meeting. The Authority is in contact with all invitees and many have expressed interest in participating in future meetings.
- Q: In regards to developing a Preliminary Preferred Alternative, does that change the analysis that occurs once a PPA is selected?
A: The PPA will be a preliminary preference at the time of its release. Based on the comments collected as part of the draft EIR/EIS, the preferred alternative could change. The level of analysis on each alternative will not change once a PPA is developed.
- Q: Why is the Authority determining a PPA if it won't impact the level of analysis conducted on other alternatives?
A: The PPA provides the public and stakeholders an opportunity to understand the Authority's position at a preliminary level. The PPA also allows the Authority to receive meaningful input from the public, which could identify flaws in a particular alignment choice or analysis.
- Q: Is there an update about the Authority and Union Pacific communications regarding their rights on the track?
A: Caltrain and HSR are coordinating with Union Pacific on a variety of issues including obtaining rights to operate within this corridor. The Authority will continue to coordinate with the Joint Powers Board (JPB), Caltrain and Union Pacific about operational rights moving forward.
- C: In reviewing the scoping comments, it seems at least a third of them would be addressed or resolved if many grade separations are constructed and implemented.

9. Public Comment/Questions

- C: If the CWG meetings are open to the public, they should be notified properly.
- C: In regards to the potential alignment tour, a quorum of LPMG members cannot attend all together or it will be considered a public meeting that must be properly noticed.

- C: I want to talk about the \$600 million in bond money. There are two ways the Authority can approach this: the Authority can either comply with Proposition 1A or try to play games. I am afraid the decision has been made to play games. First of all, the project does not qualify for Prop 1A bonds for three reasons: a) it does not go all the way to the Transbay Terminal; b) it does not go from Diridon to Transbay in 30 minutes or less; and c) it does not allow for 12 trains per hour. Staff has decided to introduce AB 1889 which basically modifies the language in the Bond Act. AB 1889 says “If High-Speed Rail says it’s ok, then it’s ok.” This went to the Transportation Committee a couple of weeks ago and there were no public comments. The vote was 6-4 along party lines with one exception, Senator Cathleen Galgiani, who is an author of Prop 1A. This is going to the Appropriations Committee next and then to the Governor. If the Governor approves this bill, the Authority could be presented with a lawsuit alleging a violation of the California Constitution.
- C: There is station area work going on at Diridon in San Jose, in San Francisco and in Millbrae. The decisions that are to be made in regards to local streets and transit connections will have large impacts on many people for a long time. There are people with a lot of local expertise, including walking and biking advocacy groups, transit groups and local people that pay a lot of attention to access issues. I am wondering if it might be helpful if you sponsored an event that is locally focused on those access issues in order to get input.

10. Next Steps

Tissier stated that the meeting now had a quorum and sought the LPMG’s decision on whether to revisit agenda item #2. The consensus of the LPMG members in attendance was to postpone the discussion and vote on a vice chair at the next meeting. Tissier stated the next LPMG meeting, on August 25, 2016, will be hosted by Caltrain. The next Authority hosted LPMG meeting will be on September 22, 2016.