

California High-Speed Rail Authority

San Francisco to San Jose Project Section

*Preferred Alternative Outreach
Summary Report*

September 2019



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1 INTRODUCTION

Public and stakeholder engagement have been integral to the development and evaluation of alternatives in the San Francisco to San Jose Project Section. Public input helped to shape the two alternatives that were ultimately evaluated; the feedback provided in response to the staff recommendation to identify Alternative A as the Preferred Alternative includes broad community support as well as concerns about specific elements of the alignment alternative.

The purpose of this report is to provide a summary of the feedback from a diversity of audiences: local elected officials, community leaders, business organizations, human service providers, advocacy groups, and members of the public residing in and around the cities adjacent to the proposed high-speed rail alignment. Using online and in-person tools, scheduled meetings, open houses, and outreach events, California High-Speed Rail Authority (Authority) staff sought to collect feedback on their recommendation of Alternative A as the Preferred Alternative.

This report documents the comments, questions, and suggestions received following the public release of the staff-recommended Preferred Alternative in July 2019. While the report's focus is on the opinions about the differentiating elements of both alternatives, general topics of support or concern about the system, design, or features of the proposed high-speed rail program are also discussed.

1.1 Context for Outreach Effort

The outreach effort was designed to allow for a two-way information exchange. Authority staff developed fact sheets and other informational materials to ensure stakeholders and members of the public could gain a clear understanding of the following:

- History of the development of alignment alternatives in the project section
- Preferred Alternative evaluation approach
- Tradeoffs between the two alternatives based on consideration of (1) community factors, (2) environmental factors, and (3) system performance, operations, and cost factors

Illustrations of station area designs, engineering drawings, and tools to show temporary construction and permanent right-of-way impacts on specific properties were also provided.

Well informed stakeholders offered meaningful feedback that reflects an understanding of the impacts of the alternatives. Their feedback was collected in facilitated discussions, via written feedback tools, and in question-and-answer sessions.

Ultimately, outcomes from public engagement on the staff-recommended Preferred Alternative present members of the Authority Board of Directors and the broader public with information about community attitudes related to high-speed rail service, investment, and development. Feedback reflects the pulse of the community but does not necessarily represent the full range of questions, suggestions, and preferences of all residents along the corridor.

1.2 Report Contents and Structure

This chapter provides an introduction to the report. The remaining elements of this report are as follows:

- Chapter 2 offers additional context regarding the engagement that was conducted to solicit input on the staff recommendation including the various avenues through which feedback was gathered. This includes descriptions of working groups, agendas, materials shared, and means of soliciting feedback.

- Chapter 3 summarizes the full range of feedback received, identifying areas of support for the staff recommendation as well as questions and comments reflecting differing opinions.
- Chapter 4 offers an overall summary of the key issues that were raised.

Meeting summaries from Community Working Groups and public open houses (described in Chapter 2) are included in Appendices A and B, respectively.

This report summarizes the feedback received through August 22, 2019. Appendix C also includes correspondence received through August 30, 2019. Additional correspondence directed to the Board of Directors after that date will be part of the materials distributed to the Board for their September 17, 2019 meeting.

2 OUTREACH EVENTS

A series of outreach events provided opportunities to engage stakeholder groups and members of the public. These events took place during the months of July and August 2019.

2.1 Outreach Approach

In order to collect feedback on the staff-recommended Preferred Alternative, Authority staff held open houses and Community Working Group (CWG) meetings. In addition, staff presented to the technical working group (City/County Staff Coordination Group), local policy makers (Local Policy Maker Group), and to various city and county governments. Presentations to stakeholders were specifically focused on the differentiating factors between alternatives. The type of information provided included simulations, aerial overviews, fact sheets, information tables and PowerPoint presentations.

More than 200 community members, stakeholders, technical experts, elected representatives, and agency officials attended briefings and meetings related to the staff-recommended Preferred Alternative. More than 70 other individuals participated in educational outreach events in July and August, where staff provided information about the project at tables and kiosks, neighborhood fairs, and local events but did not solicit input on the Preferred Alternative.

2.1.1 Outreach Objectives

All of the various outreach meetings in the July-to-August timeframe had similar objectives:

- To share the staff-recommended Preferred Alternative and the process for its identification.
- To provide an opportunity to discuss the staff recommendation.
- To collect feedback on the staff-recommended Preferred Alternative.

These objectives were shared at all of the meetings planned and led by Authority staff.

2.2 Outreach to Stakeholder and Policy Groups

Authority staff presented the Preferred Alternative to the following stakeholder groups:

- Community Working Groups (CWGs)
 - A CWG is a voluntary group of individuals tasked with sharing information and opinions that reflect their community's interests in planning for high-speed rail service. CWG members represent neighborhood and community organizations, businesses, transit advocacy groups, environmental justice (EJ) populations, and more. There are currently three CWGs in the San Francisco to San Jose Project Section and two of these CWGs convened during the month of July. The purpose of the July CWGs was to enable informal information exchange between community members, Authority staff, and the engineering, environmental and planning team. CWG meetings were conducted in a small-group meeting format (approximately 15–20 members) to enable members to discuss ideas and share opinions. Members of the public were invited to attend CWG meetings and had the option to make a statement during a public comment period.

- City/County Staff Coordinating Group (CSCG)
 - The CSCG is comprised of representatives from all cities and counties between San Francisco and Gilroy along the Caltrain right-of-way. Authority staff participate in the meetings each month. During July, the presentation focused on the identification of the Preferred Alternative.
- Local Policy Makers Group (LPMG)
 - The LPMG is comprised of mayors, city council members, and county supervisors (or named staff of these entities) from all cities and counties between San Francisco and Gilroy along the Caltrain right-of-way. During July, the presentation focused on the identification of the Preferred Alternative.
- City and County Governments and Other Policy Bodies
 - Authority staff made presentations or conducted workshops with several city councils, Boards of Supervisors, and other policy boards during July and August to solicit feedback on the staff recommendation.

2.2.1 Format of Stakeholder and Policy Group Meetings

In sharing the Preferred Alternative with the stakeholder and policy groups, staff presented a brief overview of (1) how stakeholder engagement and feedback has shaped the alternatives over the last decade, (2) local subsection features of interest (relative to the specific audience), (3) results of the technical analysis, and (4) the staff recommendation for the Preferred Alternative.

At the CSCG, LPMG, and standing policy board meetings, Authority staff considered questions from the participants and invited comments on the staff recommendation.

In the CWG meetings, after working group members had the opportunity to ask clarifying questions, they were invited to provide an initial reaction by answering questions on a worksheet and then taking part in a moderated discussion to share their responses. This allowed the facilitator to work with the group to review key feedback and gauge consensus around major concerns in real time.

2.2.2 Meetings by Organization, Date, and Location

Table 2-1 provides a summary of the meetings conducted and presentations given to gather feedback on the staff recommendation. Many of these meetings also included a facilitated discussion regarding individuals' preferences between the alternatives and whether they concurred with the staff recommendation that Alternative A should be identified as the Preferred Alternative.

Table 2-1 Scheduled Meetings and Presentations by Authority Staff with Stakeholder and Policy Groups (July and August 2019)¹

Date	Meeting	Location
July 9, 2019	San Mateo County Board of Supervisors	County Center, Redwood City
July 17, 2019	City/County Staff Coordinating Group	Caltrain, San Carlos
July 18, 2019	City of Brisbane City Council	City Hall, Brisbane
July 22, 2019	San Francisco Community Working Group	Metro Center, San Francisco
July 23, 2019	San Francisco County Transportation Authority Board	City Hall, San Francisco
July 23, 2019	Millbrae City Council	City Council Chambers, Millbrae
July 24, 2019	San Mateo County Community Working Group	Public Library, Burlingame
July 25, 2019	Local Policy Maker Group	Caltrain, San Carlos
August 8, 2019	Transbay Joint Powers Authority Board of Directors	City Hall, San Francisco
September 4, 2019	Santa Clara City Council	City Hall, Santa Clara
September 10, 2019	Santa Clara County Board of Supervisors	Santa Clara County Building, San Jose

2.3 Broader Public Engagement

In addition to being invited to attend select stakeholder and policy group meetings listed in Table 2-1, members of the public were also invited to open houses. Authority staff planned and conducted three open houses in the San Francisco to San Jose Project Section.

2.3.1 Open House Notification

The Authority led a robust outreach effort to notify members of the public about the open houses. The effort included open house flyers and posters, which were distributed by email to all individuals on the Authority's Northern California mailing list and translated into Spanish, Vietnamese, Chinese, and Tagalog. Notices were also posted on the Authority website and distributed to all CSCG, LPMG, and CWG members by email, with staff making follow-up phone calls to them to extend a personal invitation as necessary. Members were asked to share the flyer with their networks.

Flyers were sent to community centers, neighborhood associations, and libraries along the alignments for posting on community bulletin boards. Authority staff also coordinated with transit agencies to notify their riders of the open houses. Flyers were also distributed to community leaders who participated in environmental justice outreach events, with follow-up calls to personally invite them to participate in the open houses and encourage them to advertise the events to their community members.

Open houses were publicized via social and print media. Authority staff posted notifications via Facebook and Twitter, which featured video advertisements. In-language ads were placed in the following print media outlets:

- *El Observador* (Spanish)

¹ Members of the South Peninsula were offered one-on-one briefings in lieu of a meeting since previous in-person meetings had poor attendance.

- *Sing Tao Daily* (Chinese)
- *Vietnam Daily News* (Vietnamese)

Newspaper ads were also placed in *San Francisco Bay View*, an English language newspaper with a largely African American audience.

In addition, several newspaper articles and community message boards (e.g., Next Door) featured postings about the open houses.

2.3.2 Format of the Open House Meetings

Open houses were designed to allow members of the public to get their questions answered, talk directly with staff about their primary interests, and share their opinions about the high-speed rail program and the staff recommendations for the Preferred Alternative. Open houses included a number of information stations and a formal presentation.

Presentations at the open houses included the following elements:

- An update on the statewide program and its status
- An overview of collaboration with partner agencies, stakeholders, and the public, including key issues identified during outreach
- The various steps in identifying a Preferred Alignment
- An overview of the range of alternatives, including common and differentiating features
- The criteria used to evaluate the alternatives
- Results of the evaluation of the alternatives
- The rationale for the staff recommendation

At the open houses, members of the public were invited to circulate around the room to learn more about their specific areas of interest by visiting each of the information stations. The largest of the stations focused on providing information regarding the staff-recommended Preferred Alternative. Exhibits included the following:

- Station 1: Welcome and registration
 - Orientation, agenda, feedback form and answers to general questions
- Station 2: What is the status of High-Speed Rail in California?
 - Statewide project overview and updates
- Station 3: What is the staff-recommended Preferred Alternative?
 - Project section overview, range of alternatives, detailed engineering drawings (i.e., roll plots) and staff recommendation
- Station 4: What are the benefits of High-Speed Rail?
 - Discover how high-speed rail will transform mobility across California
- Station 5: What happens next?
 - Learn about next steps after environmental review, including the right-of-way process and construction impacts (with laptops available to search by address)
- Station 6: How can I get involved?
 - Share feedback at this event and/or in upcoming meetings and reports, and participate in interactive exercises

Open house visitors were encouraged to write their comments on feedback forms and were informed that their written and oral comments would be summarized as part of the Outreach Summary Report to the Authority Board. A summary of the feedback received at the open houses is included in Appendix B.

2.3.3 Open House Meeting Dates and Locations

Table 2-2 provides a summary of the open house meeting dates and locations.

Table 2-2 Scheduled Community Open Houses

Date	SAN FRANCISCO – SAN JOSE Project Section Open House	Location
August 6, 2019	City of Santa Clara	Wilcox High School, Santa Clara
August 12, 2019	San Francisco	Metro Center, San Francisco
August 19, 2019	Redwood City	Sequoia High School, Redwood City

3 KEY FEEDBACK

This chapter highlights comments received from the various audiences that participated in outreach efforts, as well as information included on feedback forms, in phone messages, and via other written correspondence (emails, letters, etc.). While outreach in July and August was focused on the staff-recommended Preferred Alternative and the differentiating factors between the alternatives related to system performance, environmental, and community factors, the feedback received was broad, addressing a wide array of interests, concerns, and topics. These comments are organized below into four categories: Feedback on Major Differentiators; Train Operations, System and Service; Process; and Other Feedback Received.

3.1 Feedback on Major Differentiators

In the San Francisco to San Jose Project Section, the two differentiating features between Alternatives A and B are the location of the proposed Light Maintenance Facility (LMF) in Brisbane and the construction of additional passing tracks from San Mateo to Redwood City.

3.1.1 Light Maintenance Facility

While there was general agreement that the location of an LMF under Alternative A is preferable to the location under Alternative B, there were still significant concerns expressed regarding the Alternative A site and other comments from people who objected to the construction of an LMF at either location.

Both the Brisbane City Council and Universal Paragon Corporation (the property owner of the Baylands site in Brisbane) view the LMF location under Alternative B as a “non-starter” due to housing that is currently planned at that location. However, both also raised substantial concerns regarding the location of the LMF under Alternative A including the cost and feasibility of remediation, the impact on planned commercial development (anticipated to generate local revenue), the possible relocation of planned development, and the relocation of a fire station and modifications to local roads. These roadway modifications include the planned Geneva Avenue extension and the Tunnel Avenue overcrossing, which may impact the gateway into downtown Brisbane.

The Brisbane City Council and some San Francisco open house participants from Brisbane voiced opposition to both alternatives and requested that the Authority consider another LMF location. Several councilmembers expressed frustration that Brisbane residents would endure disproportionate burdens without receiving commensurate benefits. Along the same lines, San Mateo County CWG members expressed concern that Brisbane will lose out on economic development opportunities under either LMF alternative.

Concerns about environmental impacts were widespread. Councilmembers questioned whether the site would be properly remediated and maintained to a high standard during construction and operations. San Mateo CWG members suggested that the staff recommendation might force planned development to move to the contaminated area west of the Caltrain alignment. City of Brisbane community members expressed concerns regarding air quality, visual, and noise impacts during construction and ongoing operations. A discussion at the San Francisco CWG raised the question of whether the Authority’s environmental document would supersede that of the Baylands project. Concerns about the size of the LMF and the potential for it to expand beyond the currently proposed footprint were also shared with Authority staff.

The City of San Francisco requested that the Authority continue to work with City partners on how the LMF could be implemented along with the planned extension of Geneva Avenue and existing utility infrastructure. They also expressed interest in whether the LMF could be a joint facility with Caltrain.

3.1.2 Passing Tracks

There were strong views expressed both in favor and in opposition to the construction of additional passing tracks between San Mateo and Redwood City. Whereas those in favor tended to view passing tracks as the best way to ensure optimal future service, those opposed (many of whom live in the adjacent communities) were concerned about a range of impacts including displacement, traffic, noise, and safety.

Much of the support for passing tracks stemmed from the desire to see more robust blended service for both high-speed rail and Caltrain. So, while the support was not necessarily focused on the exact benefits offered by the passing tracks in Alternative B, it focused on the need to continue to grow the corridor to accommodate future growth in travel. For example, some participants from the open houses in San Francisco, Redwood City, and Santa Clara indicated that passing tracks will ensure maximum schedule flexibility for the blended system even as Caltrain service grows in the future. Some also noted that adding the passing tracks discussed in Caltrain's Business Plan would allow Caltrain to operate at clockface headways and allow high-speed rail service to run at higher speeds. Questions were raised by those who want to see more robust rail infrastructure regarding what steps will be taken should passing tracks not be pursued to ensure efficient operations that avoid delays for both Caltrain and high-speed rail trains.

There was broad understanding that the passing tracks in Alternative B would not offer substantial operational benefits compared to Alternative A and that future planning for passing tracks from the Caltrain Business Plan would be incremental to the infrastructure in Alternative A (but would be at odds with Alternative B). A subset of participants echoed this understanding that the construction of passing tracks might need to be incremental, but because Alternative A would begin with no new tracks, they were more supportive of Alternative B.

Caltrain concurred with the staff recommendation and indicated that they agree that blended service can be operated on the infrastructure included in Alternative A. However, Caltrain also noted that additional infrastructure (including passing tracks different from those in Alternative B) may be needed to expand rail service in the future and/or to operate a wider range of blended service patterns in the corridor. Likewise, in their letter of support for the Preferred Alternative and the medium Caltrain/high-speed rail blended service scenario from the Caltrain Business Plan, the City of San Francisco noted that moving forward with Alternative A does not preclude future investments in the corridor.

Members of the LPMG were interested in which areas were considered for passing tracks, how the Authority's passing track analysis correlates with Caltrain's analysis, and specifically whether the Authority is considering the passing tracks between Mountain View and Palo Alto identified in the Caltrain Business Plan. The LPMG members were especially focused on the number of businesses – and industry sectors – potentially displaced by Alternative B and those that represented by cities from the passing tracks proposed in Alternative B were supportive of the staff recommendation for Alternative A.

Additionally, many members of the public were pleased to see that additional passing tracks were not included as an element of the staff recommendation because of their concerns regarding potential impacts. For example, San Mateo County CWG members, some LPMG members, and San Mateo County Board of Supervisors members expressed concern regarding displacement associated with additional passing tracks. Questions regarding the specific locations of commercial and residential displacements in both alternatives were raised by members of the CSCG. Likewise, at the various public meetings, and especially at the Redwood City open house, participants had questions regarding eminent domain if an additional passing track is pursued, as well as interest in right-of-way impacts on commercial property. Many open house participants spent time looking up their properties on computers that included system plans, and also reviewed engineering drawings with project staff to better understand potential impacts. Participants in all of the meetings expressed satisfaction with the reduced number of displacements under Alternative A. Likewise, Belmont residents who provided input prefer Alternative A because it would minimize disruption to existing infrastructure and private property in Belmont.

Prior to the release of the Preferred Alternative, Authority staff also received feedback from San Carlos City Councilmembers and residents indicating that they are concerned about property impacts along Old County Road, the loss of parking at the San Carlos Transit Village Project (currently under construction), and the relocation of San Carlos Station under Alternative B, due to the passing track element. As a result, many residents prefer Alternative A because it would create fewer impacts to property and parking in San Carlos. Additionally, the relocation of San Carlos Station would not occur under Alternative A.

In addition to concerns regarding displacements, residents from the City of San Mateo expressed concerns about noise, safety, and pollution that would accompany the construction of any passing tracks under Alternative B; they shared a preference for Alternative A because it would result in fewer construction-related noise impacts and emissions in San Mateo.

Costs, political hurdles, and slower emergency service response times were also noted as other reasons not to construct passing tracks.

3.2 Train Operations, System and Service

Authority staff received a wide array of feedback related to train operations, system design, and service characteristics. This included comments related to Valley-to-Valley and Phase 1 service; High-Speed Rail and Caltrain stations; at-grade crossings; and traffic, noise, safety, visual impacts, and wetlands.

3.2.1 Valley-to-Valley and Phase 1 Service

At all of the open houses, a number of individuals shared their support for the link between Silicon Valley and the Central Valley. They talked about the need for some people to find affordable housing options, as well as opportunities to visit family members in Fresno and Bakersfield. Authority staff also heard a lot of support for and questions about how service to Los Angeles would work in Phase 1.

Various members of the public questioned the overall phasing of the effort to expand high-speed rail service throughout California, with several emphasizing the importance of making the connections beyond the Bay Area to offer riders the experience of a 220-mph train.

3.2.2 High-Speed Rail and Caltrain Stations

High-speed rail station design, layouts, and connections to local land use and transportation plans were frequent topics of discussion throughout the outreach process. While most people were excited about the connections offered by high-speed rail stations, there were also concerns about the integration of station facilities and surrounding communities. The Millbrae City Council stated their preference for the Millbrae station to be an underground one to avoid conflicts with planned development around the station. At the Redwood City open house, residents of San Carlos asked why the station must be relocated if additional passing tracks are pursued.

In San Francisco, construction and operational impacts at 4th & King Station and connections to the Salesforce Transit Center were common questions. The City and County of San Francisco requested that the Authority evaluate pedestrian access and egress near the 4th & King Station.

3.2.3 At-Grade Crossings and Traffic

A common piece of feedback focused on the existing issues related to east/west traffic congestion and the impacts from additional gate down time as train service increases. These traffic concerns were raised by CWG members and open house participants, and were identified throughout the corridor, including by policymakers in San Francisco and Redwood City. The City and County of San Francisco expressed interest in coordination and cooperation to advance the Downtown Extension and Pennsylvania Avenue projects as a high priority in order to grade-separate the last two at-grade crossings in the City at 16th Street and Mission Bay Drive. LPMG members inquired not only about specific locations where they have grade separation projects

under way, but also expressed concerns about additional rail service exacerbating problematic conditions at many grade crossings on the corridor.

Communities along the entire project alignment shared concerns about construction- and operations-related traffic impacts and requested coordination with local jurisdictions about proposed mitigation (e.g., vehicle detection).

3.2.4 Noise

Noise was one of the principal concerns identified by CWG members and individuals attending the various open houses. Many people acknowledged that they were accustomed to the sounds of Caltrain and questioned whether high-speed trains and the associated safety equipment and procedures would result in substantially more noise. Some individuals expressed an interest in working within their local community to implement quiet zones and to request modifications to the operating procedures for Caltrain. Millbrae City Council members expressed concern regarding the combined noise impacts of high-speed rail, San Francisco International Airport, and Caltrain, especially in consideration of plans for expanding services in the future.

Communities along the entire project alignment shared concerns about construction- and operations-related noise and indicated that they seek proposed mitigation solutions to those issues.

3.2.5 Safety

Although it is not a differentiating factor, staff received questions regarding the design and extent of four quadrant gates (quad gates), channelization, and new fencing to be installed, and who will be responsible for the capital costs of the safety-related infrastructure improvements along the corridor. Residents living close to the existing Caltrain alignment often mentioned safety concerns around the Caltrain right-of-way. Several human service providers working with individuals who are homeless also mentioned the importance of educating their constituents on staying safe around faster trains and electric train infrastructure.

Other key concerns that were prevalent throughout the project corridor include safety and security at and around station platforms. For example, Redwood City expressed concern regarding pedestrian safety at crossings and strongly urged the addition of grade separations and station upgrades as potential mitigations.

At the Santa Clara open house, there was considerable interest in safety features being installed at at-grade crossings; at the Redwood City open house concern was expressed about pedestrian safety, including suicide prevention. At the LPMG meeting, members discussed whether the quad gate and channelization infrastructure could be installed as an early phase of high-speed rail implementation.

There were also concerns regarding impacts on emergency service response times.

3.2.6 Visual Impacts

Visual (or aesthetic) impacts represent changes to what individuals see in and around the vicinity of the rail line. The primary concerns are associated with Alternative B. For example, in past outreach activities, staff heard concerns from the City of San Carlos and its residents about visual impacts associated with extending the elevated embankment in town. Most residents who provided input prefer Alternative A because it would not create additional visual impacts in San Carlos.

3.2.7 Wetlands

Members of the public and LPMG members expressed an interest in impacts to wetlands and sought more information on what was being analyzed and what impacts have been determined.

3.3 Process

Authority staff also received numerous process-related questions regarding coordination with other agencies (most notably Caltrain), the approach for identifying the Preferred Alternative, funding, and the timing of implementation.

3.3.1 Coordination with Other Agencies, Including Caltrain

The question of how the Authority is coordinating with Caltrain came up frequently both in terms of the agency's current planning processes and with regard to future operations. For example, San Mateo CWG members were curious as to whether Caltrain's recent moderate service scenario recommendation would be considered in the Authority's analysis of passing track needs. At the Redwood City open house there was a question regarding which agency is responsible for constructing grade separations.

One of the most prevalent concerns along the corridor was related to project impacts on Caltrain service, connecting transit services, and Caltrain station parking. Several Santa Clara open house participants expressed concerns about the impacts of high-speed train service on Caltrain speeds. In fact, about the desire for faster Caltrain and high-speed rail operating speeds was voiced by participants at all of the open houses. Fares and integration with Clipper Card were other areas of interest for open houses attendees.

LPMG members discussed how the Caltrain Business Plan and the Authority's Northern California environmental clearance processes are being coordinated and whether the LPMG will have an opportunity to comment and engage as contractual relationships between Caltrain and the Authority evolve.

Another related concern was integrating the Authority's services with other plans/projects being developed to improve connectivity throughout the region. In outreach undertaken prior to the release of the Preferred Alternative, community leaders and elected representatives in Little Hollywood, East Palo Alto, San Francisco, and elsewhere asked whether communities that currently experience poor transit connections would be able to easily access high-speed rail stations using local transit or shuttles.

3.3.2 Alternatives Development and Preferred Alternative Processes

A number of questions arose regarding the process for developing alternatives and identifying a preferred alternative. Given that there are two discrete elements of the alternatives that differ, CWG members and open house participants asked whether the differentiating project elements between the two alternatives could be decoupled and "mixed and matched" (e.g., keep the east LMF from Alternative A but develop the additional passing tracks in Alternative B (or vice versa)). San Francisco CWG members also inquired about whether the analysis of differentiating factors considered future commercial development and population growth or if it was based only on existing land uses.

3.3.3 Funding and Timing

During the meetings conducted by staff throughout the project section, questions arose regarding the availability of funding dedicated to high-speed rail, project phasing, and the timing for implementing the program and starting service. San Francisco open house participants were interested in the capital cost of the project and ensuring accountability for getting the program completed. There was interest in ongoing statewide efforts such as construction in the Central Valley and the environmental process in Southern California.

Several participants arrived at Santa Clara open houses armed with newspaper clippings and editorials about reallocating funds for high-speed rail to other services and were concerned about that prospect. There was interest in whether funds might be shifted from Central Valley construction to local transportation investments based on funding priorities asserted by elected officials in Southern California. Perhaps related to recent editorials, members of the San Mateo

County Board of Supervisors also expressed concern regarding the availability of funding to complete the high-speed rail project.

At the Redwood City open house there were questions about when operations would begin and whether there would be early service between Gilroy and San Francisco before construction of the Pacheco Pass tunnels.

3.4 Other

A variety of other comments and questions were shared by members of the public, stakeholders, and policymakers. Some examples of these areas of interest are as follows:

3.4.1 Workforce Development

A topic at the San Francisco CWG was how workforce development efforts (particularly around the Brisbane LMF) could prioritize jobs for local residents – primarily lower income, minority, and limited-English-proficiency (LEP) populations.

Several stakeholders also talked about the desire for the Authority to do more active outreach to engage small businesses for potential contracting opportunities. At the open house in Redwood City, there was a question about how someone can get a job working on high-speed rail construction or operations. Some people observed that the Authority is actively conducting outreach to small businesses and would like to see more opportunities for individuals seeking jobs.

This feedback echoes input received prior to the release of the Preferred Alternative from various stakeholder groups, including several community organizations in North Fair Oaks, the Bayview, Visitacion Valley, Little Hollywood, and Brisbane who specifically emphasized their interest in seeing outreach to and outcomes in local hiring for construction, maintenance, and other jobs during construction and operations of the system.

3.4.2 Public Housing and Transit Access

In a letter to the Authority Board, the City and County of San Francisco expressed concern regarding impacts to public housing and transit access in the Sunnydale/Visitacion Valley area.

4 CONCLUSION

A diversity of engagement tools – feedback forms; facilitated working group discussions; public comment; phone messages; letters and emails; interactive displays; and informal discussions with engineers, environmental specialists, and planners – allowed Authority staff to gather and respond to opinions and questions about the two alternatives evaluated in the San Francisco to San Jose Project Section.

Feedback for the Authority included a mix of enthusiastic support for high-speed rail service, community-specific concerns, and interest in maximizing the value of the investment. Few individuals in the San Francisco to San Jose Project Section voiced strong opposition to the development of high-speed rail service altogether, however several stakeholder groups, policy bodies, local representatives, and members of the general public disagreed with some elements of the project and provided feedback in support of changes to the staff-recommended Preferred Alternative.

4.1 Support for Alternative A and the Project Overall

- **There was considerable support for Alternative A as the Preferred Alternative.** At all three open houses in this project section, the majority of participants were supportive of the staff recommendation for Alternative A. Likewise, the majority of CWG members concurred with the staff recommendation, although some suggested modifications to the alternative. Redwood City, the City and County of San Francisco, Caltrain and the Transbay Joint Powers Authority expressed support for the staff-recommended Preferred Alternative. Those who supported Alternative A over B most often cited the impacts—particularly displacement—that would be avoided by not constructing additional passing tracks and/or the western LMF location.
- **Many people in the project section would like to see high-speed rail service in operation.** At all of the CWG meetings and open houses, many members and participants indicated support for the project regardless of the selected alignment. Participants at the open houses in Redwood City, San Francisco, and Santa Clara expressed excitement about beginning operations as soon as possible and general support for new rail service without a preference for one alternative over another.

4.2 Areas of Concern

Not all areas of concern are based on the differentiators, however those which are include the following:

- **A Light Maintenance Facility on the east side of the alignment (Alternative A) is better than the west, but neither is desirable.** While stakeholders tended to prefer the Alternative A location for the LMF, some still expressed concern regarding the cost and feasibility of remediation, the impact on planned commercial development, and the relocation of a fire station and modifications to local roads. The Brisbane City Council, Universal Paragon Corporation and some Brisbane residents voiced opposition to both alternatives and requested that the Authority consider another LMF location. Several councilmembers expressed frustration that Brisbane residents would endure disproportionate burdens without receiving commensurate benefits. Other stakeholders expressed concern that Brisbane will lose out on economic development opportunities under either LMF alternative.

- **Passing tracks would be disruptive but could support more robust blended service.** Those who favored the construction of additional passing tracks tended to view them as a necessary component for a more robust, blended system where there is enough infrastructure for both high-speed rail and Caltrain services to grow into the future. While many of the policy boards and stakeholder groups who supported passing tracks acknowledged concerns about the associated impacts, they were willing to entertain the trade-off in return for more service, more efficient operations, and higher train speeds. This sentiment was generally reflective of interest in rail infrastructure in general and not tied specifically to the benefits and tradeoffs associated with the passing tracks in Alternative B.

Among the other areas identified by stakeholders and members of the public, the following set of concerns was most common:

- **Safety, traffic congestion, and noise are associated with a higher volume of trains and longer gate down times.** Issues related to at-grade crossings were a common theme throughout the outreach process. Many participants cited existing problems at at-grade crossings and concerns about those issues getting worse as more train service is added to the corridor. In particular, east-west traffic congestion, pedestrian and vehicle safety, noise, and emergency vehicle response times were frequently raised as issues related to at-grade crossings. In response to these concerns, many cities have chosen to pursue plans to grade separate streets in their towns from the rail corridor.

4.3 Opportunities

Opportunities exist for the Authority to further engage stakeholder communities and local officials as the Authority moves forward with the next steps in planning the system.

- **The Authority's plans may allow for Caltrain and other station improvements.** Many people who reviewed station plans were enthusiastic about prospects for station redesign. Some stakeholders see opportunities to improve Caltrain operations by removing the holdout rule and the reconfiguration of select stations and station areas with the addition of high-speed rail.
- **Ongoing collaboration between the Authority, local jurisdictions, and public agencies will result in a better set of solutions.** Many stakeholders were pleased by the Authority staff's efforts to coordinate the environmental review and planning effort. A collaborative approach is valuable for the ongoing development of high-speed rail service with regard to transit system connectivity, fare integration, construction phasing, and other areas. Officials and staff from Caltrain and the Authority have worked closely to develop shared approaches to problem solving in the corridor.
- **Rail Planning in San Francisco.** Transbay Joint Powers Authority and San Francisco representatives expressed support for ongoing partnerships with the Authority, including the Downtown Extension and Pennsylvania Avenue projects.
- Additional specific opportunities for collaboration were noted by several policy board members and their staff:
 - Members of the Millbrae City Council showed interest in increased coordination between the City, Authority, Caltrain, BART, San Francisco International Airport, and local developers in search of mutually beneficial solutions to community concerns, station access, and planned developments around the Millbrae Station.
 - The Brisbane City Council encouraged further negotiation and collaboration with Universal Paragon Corporation, the landowner and developer of the Brisbane Baylands site.

Authority staff will continue to collaborate with stakeholder and local jurisdictions, as well as reach out to community organizations and neighborhood representatives along the alignment. Staff will seek additional opportunities to present information and gather feedback in presentations, events, and via written comment. Furthermore, the release of the Draft Environmental Impact Report/Draft Environmental Impact Statement (EIR/EIS) will provide an opportunity to share the details of the environmental analysis and initiate discussions with the public and Authority partners about possible refinements as well as mitigation tools and opportunities for improvements to the project in the San Francisco to San Jose Project Section.

APPENDICES

- A. *Community Working Group Meeting Summaries*
- B. *Summary of Open Houses*
- C. *Correspondence*

APPENDIX A
COMMUNITY WORKING GROUP MEETING SUMMARIES



SAN FRANCISCO COMMUNITY WORKING GROUP MEETING SUMMARY JULY 22, 2019

SUMMARY

Introductions & Agenda Review

Ben Gettleman, facilitator, thanked members for participating and reviewed the meeting agenda and objectives. Boris Lipkin, Northern California Regional Director, gave a brief overview and status update of the project. Lipkin briefly reviewed the two alternatives that are under consideration.

Refining the Alternatives: Collaboration with Partner Agencies, Stakeholders, and Members of the Public

James Tung, San Francisco to San Jose Project Section Project Manager, presented the development of alternatives for the San Francisco to San Jose Project Section. Alternatives were developed in collaboration with Caltrain and included evaluation of passing tracks and light maintenance facility (LMF) location options.

The following question and response were recorded following the presentation.

- A member asked why the LMF and passing tracks options were grouped the way they are in each alternative.
 - Authority staff responded they could be grouped differently but had been assigned this way for purposes of evaluation in the Draft EIR/EIS. Alternatives must be considered as complete end-to-end alternatives for each project section.

Characteristics of Alternatives

James Tung presented the differentiating characteristics of Alternatives A and B for the San Francisco to San Jose Project Section.

Identifying a Preferred Alternative

James Tung explained the reasons that staff is recommending Alternative A as the State's Preferred Alternative (PA).

The following questions, comments, and responses were recorded following the presentation. The comments and questions are grouped by topic and do not reflect the order of conversation.

Caltrain and High-Speed Rail Service

- A member asked how Caltrain's recent Business Plan announcement would impact plans for high-speed rail.
 - Authority staff responded that the Authority and Caltrain have a history of collaboration. The projected growth scenarios in Caltrain's Business Plan are at an early stage of their development, and the Authority and Caltrain will continue working

together as both agencies move forward with their plans. The Authority is studying what's needed to run high-speed rail in the corridor on top of what Caltrain had previously environmentally cleared and is now delivering.

- A member commented that Caltrain's growth plans could have scheduling impacts, and that proceeding with high-speed rail development without considering these changes could result in a system that does not have optimal performance. The member felt the Authority should proceed with environmental clearance for Alternative B because it is more in line with Caltrain plans than the staff-recommended PA.
 - Authority staff responded that there would be tradeoffs associated with any system, and that the Authority is taking a building block approach and proceeding with a reasonable set of assumptions with respect to Caltrain's approved plans. Furthermore, the passing tracks in Alternative B were different from what Caltrain has said they will need to grow service in the future so Alternative A was recommended in part to ensure that each step of infrastructure and service growth was incremental. Proceeding with Alternative A will not preclude any future project Caltrain proposes in the future.
- A member commented that building passing tracks sooner rather than later would increase overall benefits. The member explained that the time value of money favors building sooner rather than later. It would be easier to build passing tracks when this Project Section is under construction than it would be after construction is completed.
- A member commented that adding passing tracks would create a more flexible system with respect to delays to Caltrain and high-speed rail service.
 - Authority staff responded that the evaluation has shown additional passing tracks are not necessary for a reliable system for 6 Caltrain trains per peak period and 4 high-speed rail trains per peak period,
- A member commented that Alternative A seemed to outperform Alternative B on nearly all metrics and asked why Alternative B was being considered at all.
 - Authority staff responded that Alternative B would allow high-speed rail to operate faster and allow more flexibility.
- A member asked why "Caltrain Peak Hour Average Representative Travel Time" was two minutes faster in Alternative A than Alternative B.
 - Authority staff responded that Alternative B, which includes additional passing tracks, would result in Caltrain trains being slowed down or held at station for those two extra minutes to allow high-speed trains to pass.
- A member asked whether the Authority had considered the change in average waiting time when comparing alternatives.
 - Authority staff responded that reliability of schedules was considered and evaluated as part of the development of service plans and associated infrastructure.
- A member asked how Governor Newsom's recent announcements about high-speed rail will impact this Project Section.
 - Authority staff responded by clarifying that the Governor supports building the entire high-speed rail system, but the project is proceeding in building blocks, with the potential for interim service in the Central Valley. The environmental clearance process for the San Francisco to San Jose Project Section is fully funded and will proceed while funding is sought for construction of this section.

- A member asked how incremental high-speed rail service would impact service plans for Caltrain and high-speed rail.
 - Authority staff responded that high-speed service would come online incrementally, with Valley-to-Valley service planned at two trains per hour during peak hours by 2029, and full 8-train service coming later, with the exact growth timeline dependent on funding and the success of the first services.

Brisbane Baylands Development

- A member asked how the environmental clearance process for the San Francisco to San Jose Project Section would affect the environmental clearance process for the Brisbane Baylands development project. The member wanted to know whether the Environmental Impact Report (EIR) for one project would supersede the other.
 - Authority staff responded that the projects were being developed in parallel, and that the Authority is working closely with Universal Paragon, the developer for the Brisbane Baylands project. The Authority maintains a collaborative relationship with Universal Paragon and the City to look for optimal solutions for the Light Maintenance Facility and development.
- A member asked what approach had been taken to consider archaeological resources in the Brisbane Baylands.
 - Authority staff responded that cultural resource analysis has occurred all along the project corridor. Archaeologists conduct studies to identify needs in different areas, and there is already extensive information regarding historic buildings. Because much of the project corridor is in the existing right-of-way, a lot is already known about cultural and archaeological resources in the area.

Environmental Justice

- A member asked whether the environmental justice (EJ) communities considered included prospective communities in addition to existing communities.
 - Authority staff responded that analysis only considered existing communities. Staff added that the Authority identified EJ communities along the entire corridor, mapped areas of project impact, and looked for disproportionate impacts to EJ communities.
- A member asked what workforce commitments will be made for EJ populations, including short- and long-term job creation.
 - Authority staff responded that there are programs in place, including community benefits agreements and a small business policy, which help ensure engagement of disadvantaged and local individuals and businesses.

Other Differentiating Factors

- A member asked how the Authority determined key viewpoints to consider decreased visual quality.
 - Authority staff responded that cities along the route helped identify key viewpoints.
- A member commented that it is important to recognize that sea level rise is a risk and should be considered with respect to environmental factors for each alternative.

- Authority staff responded that they are working with the San Francisco Bay Conservation and Development Commission (BCDC) to identify and evaluate sustainability issues. This includes projecting sea level rise impacts so that the Authority can plan accordingly and ensure the system’s 100-year design life.
- A member asked how the Authority was considering cumulative construction impacts from other concurrent construction projects.
 - Authority staff responded that they gathered information on future construction projects from relevant communities, but that specific construction planning would be the role of the contractor during construction. At the moment the sequencing of construction within the project section is too vague to plan a specific approach with other construction projects in local areas.

Outreach Updates

Morgan Galli, Northern California Regional Stakeholder Manager, gave a presentation on outreach and next steps for CWGs, Open Houses, and the September Board meeting.

Discussion of Staff-Recommended State’s Preferred Alternative

Ben Gettleman reviewed the major differences between alternatives and asked members to fill out the discussion worksheet provided. A summary of written comments from the worksheets is included in Appendix A. Gettleman then facilitated a discussion of the alternatives to gather feedback on the staff recommendation.

The following questions, comments, and responses were recorded during the discussion.

- A member commented that the worksheet asked for feedback on specific features of the alternatives. The member asked whether the features in each alternative were bundled together.
 - Authority staff responded that when staff considers a PA, the features will be bundled, but it is helpful for this exercise to understand how members feel about specific features.
- A member commented that they were being asked to respond to a narrow set of features and asked for an explanation of the process that led to this set of alternatives.
 - Authority staff responded that they were focusing on differentiators between the alternatives, not the common features that they share. Staff added that this project section is limited by regulations to primarily using the existing corridor, which is one of the reasons it has a narrower range of alternatives in comparison to the San Jose to Merced Project Section.
- A member commented that he prefers the staff-recommended PA because the location of the LMF has a smaller impact on potential residential development. The member added that the overall impacts of the LMF were still very vague and he would like more detail about the actual facility and its impacts.
 - Two other members voiced their agreement that they preferred Alternative A but felt the LMF and its impacts were unclear.
 - A CWG member spoke about a comment they had heard earlier from a member of the public. The member of the public then shared their concern that the LMF might ultimately be used as a heavy maintenance facility (HMF).

- Authority staff responded with an explanation of the different functions of LMFs and HMFs, clarifying that the facility planned for Brisbane will be an LMF.
- A member asked whether a Universal Paragon representative had attended any of these meetings, and whether there was any public record of their position with respect to the project alternatives.
 - Authority staff responded that the Authority engages with Universal Paragon separately from these meetings. They have voiced their preference as Alternative A, the staff-recommended PA, because it would have less of an impact on the residential developed planned in their project.
- A member commented that many stakeholders seem to prefer the LMF associated with Alternative A and asked why that LMF was not linked to the passing tracks option. The member also commented that broader environmental impacts, such as removing cars from the road, would be improved with additional passing tracks.
 - Authority Staff responded that alternatives would be presented end-to-end to the Board. The Board could then give direction, which might include consideration of a hybrid alternative.
- A member asked how high-speed rail plans would change in a scenario with increased Caltrain service in 2022.
 - Authority staff responded that they would continue to work closely with Caltrain as plans develop, but that it was necessary to define project parameters, by taking into account established and approved plans for growth in Caltrain service in order to move forward on environmental clearance.
- A member suggested presenting a third alternative to the Board that paired additional passing tracks with the east LMF.
- A member commented that it was important for the Authority and Caltrain to continue working together as they are. Both should be willing to make changes to their plans. The member appreciated that they have shown such willingness to collaborate closely.
 - Staff responded in agreement and noted that the two agencies have a long history of working together.
- A member asked what would need to happen with respect to Caltrain planning for the Authority to change its planned course.
 - Authority staff responded that this would not be the result of a single milestone. Rather, Caltrain and the Authority will continue to discuss their plans and advances, with both agencies coordinating and responding to one another.
- A member commented that it was unclear how different criteria were weighed in selecting the PA and asked how the Board would be balancing tradeoffs between alternatives.
 - Authority staff responded that there were not specific numerical weights given to various criteria, but the goal was to balance tradeoffs between system performance, environmental, and community factors.
- A member commented that considering the future addition of passing tracks would change the valuation of capital costs for each alternative.

The facilitator asked which factors were the most important to members when comparing alternatives. Verbal responses differed somewhat from the selections on the discussion worksheets (see Appendix A). Various members responded that important factors are as follows:

- Community benefits
- Visual quality effects
- Residential displacement
- Construction remediation impacts
- EJ considerations
- Capacity to respond to climate change

PUBLIC COMMENT

- A member of the public commented that an EIR that only considers the alignment as far north as the 4th and King station is not complete because it does not extend to the planned final high-speed rail stop at the Transbay Terminal. They also commented that an LMF should not require 100 acres of land and encouraged members to watch their own presentation on an 8-acre LMF alternative.
- A member of the public commented that the LMF should be relabeled as an HMF and asked for the reason the LMF was moved from Gilroy to the Baylands. They commented that the proposal does not work and is out of scale. They wanted to know the locations of planned high-speed rail stops, adding that too many stops would defeat the value of “high speed.”

ATTENDANCE

Working Group Members

Affiliation	Name	Present
Bay Area Council	Gwen Litvak	No
Caltrain Accessibility Advisory Committee	Bob Planthold	No
Candlestick Cove Neighborhood Association	Jignesh Desai	Yes
Coalition of San Francisco Neighborhoods	George Wooding	No
Friends of Caltrain (San Francisco)	Andrew Sullivan	No
Friends of DTX	Brian Stokle	No
Little Hollywood Neighborhood Association	Russel Morine	Yes
On Lok, Inc.	Vickie Huynh	No
San Francisco Bicycle Coalition	Janice Li	No
San Francisco Chamber of Commerce	Mary Young	No
San Francisco Giants	Josh Karlin-Resnick	Yes
San Francisco Tomorrow	Jerry Levine	No
San Francisco Transit Riders	Thea Selby	Yes
South Beach Mission Bay Business Association	Patrick Valentino	No

Affiliation	Name	Present
South Beach, Rincon, Mission Bay Neighborhood Association	Alice Rogers	Yes
South Beach, Rincon, Mission Bay Neighborhood Association	Bruce Agid	No
SPUR	Arielle Fleisher	No
Transportation Advocate	Wilbert Din	No
University of California, San Francisco	Aimee Alden	No
University of California, San Francisco	Tammy Chan	No
Urban Land Institute	Jay Paxton	No
Urban Land Institute	Linda Klein	No
Visitation Valley Historic Project	Mono Simeone	Yes
YIMBY Action	Cliff Bargar	Yes
YIMBY Action	Jack Harman	Yes
YIMBY Action	Laura Foote	No
YIMBY Action	Roan Kattouw	Yes
Caltrain Citizens Advisory Committee	Paul Bendix	Yes
(No Affiliation)	Ted Olsson	No

Authority Staff: Boris Lipkin, James Tung, Morgan Galli, Yosef Yip, Phyllis Potter, Yvonne Chan, Ben Gettleman, Matt Marvin, Cooper Tamayo.

ACTION ITEMS AND NEXT STEPS

- A meeting summary will be developed and distributed to CWG members for their review by August 19.
 - CWG members should send comments on the July Meeting Summary to staff by August 22 for inclusion in the version that will be appended to the Board Memo.
- CWG members who did not already fill out a Discussion Worksheet may submit a completed worksheet to Authority staff by August 22.

APPENDIX A

CWG members were asked how they personally felt about Alternative A, the staff-recommended State’s Preferred Alternative, with regard to the location of the LMF (East option).

Responses	Number of CWG Members
Support East option (Alternative A)	6
Support West option (Alternative B)	2
Write-in responses <ul style="list-style-type: none"> • Either option would be supported • No preference 	2

CWG members were asked how the community/organization/neighbors they represent would feel about the staff-recommendation for the location of the Light Maintenance Facility.

Responses	Number of CWG Members
Support East option (Alternative A)	6
Support West option (Alternative B)	2
Write-in responses <ul style="list-style-type: none"> • Either option would be supported • No preference 	2

CWG members were asked how they personally felt about the staff-recommended State’s Preferred Alternative with regard to the need for additional passing tracks.

Responses	Number of CWG Members
Support no additional passing tracks (Alternative A)	3
Support additional passing tracks (Alternative B)	5
Write-in responses <ul style="list-style-type: none"> • Neutral • No vote 	2

CWG members were asked how the community/organization/neighborhood they represent would feel about the staff-recommended State’s Preferred Alternative’s need for additional passing tracks.

Responses	Number of CWG Members
Support no additional passing tracks (Alternative A)	2
Support additional passing tracks (Alternative B)	5
Write-in responses <ul style="list-style-type: none"> • Neutral • N/A • No vote 	3

CWG members were asked how well they thought the staff-recommended State’s Preferred Alternative balances tradeoffs between (1) system performance, operations, and costs, (2) community, and (3) environmental factors.

Responses	Number of CWG Members
Very poorly	2
Somewhat poorly	1
Moderately/no opinion	2
Somewhat well	2
Very well	1
Other responses <ul style="list-style-type: none"> Somewhat poorly/Moderately/no opinion 	1

CWG members were asked to identify the five differentiating factors that are most important to their community.

Responses	Number of CWG Members
Caltrain service time	8
Residential displacements	8
HSR travel time	7
Capital costs	5
Commercial/industrial displacements	4
Community/public facility displacements	4
Mitigation needed to minimize emergency vehicle delays	3
Waters and wetlands	2
Impacts to butterfly habitat	2
Temporary interference with vehicle circulation	1
Pedestrian access to San Carlos Caltrain Station	1

CWG members were asked if their opinion of the PA (Alternative A) changed based on today's discussion.

Responses	Number of CWG Members
Yes	2
No	7

**SAN MATEO COUNTY COMMUNITY WORKING GROUP
MEETING SUMMARY
July 24, 2019**

SUMMARY

Introductions & Agenda Review

Cici Vu, facilitator, welcomed the Community Working Group (CWG) members, presented the meeting objectives, and reviewed the agenda. She asked members whether they had comments on the May 20, 2019 San Mateo County CWG Meeting Summary.

No questions or comments were recorded during this section of the meeting.

Morgan Galli, Northern California Regional Stakeholder Manager, provided opening remarks and outlined the process and timeline for including community feedback in the staff report and presentation to the Authority Board in September.

No questions or comments were recorded during this section of the meeting.

Refining the Alternatives: Collaboration with Partner Agencies, Stakeholders, and Members of the Public

James Tung, San Francisco to San Jose Project Manager, presented about Authority collaboration with partner agencies, stakeholders, and members of the public has helped shape the range of alternatives.

No questions or comments were recorded during this section of the meeting.

Characteristics of Alternatives

Tung gave a presentation on the differentiating criteria of Alternatives A and B for the San Francisco to San Jose Project Section.

The following questions, comments, and responses were recorded following the presentation. The comments and questions are grouped by topic and do not reflect the order of conversation.

Funding

- A member asked which capital improvements the Authority is paying for relating to the electrification of the existing Caltrain corridor.
- Staff responded any infrastructure discussed in the environmental document will be paid for by the Authority.
- A member asked when the Authority will provide funding to remove the hold-out rule at both Broadway and Atherton Caltrain Stations.
 - Staff responded that the allocation of funding depends on when the environmental document is approved. The hold-out rules need to be removed to operate the high-speed rail system.

Passing Tracks

- A member asked what the purpose of the passing tracks is.
 - Staff replied that the passing tracks would allow for high-speed rail trains to bypass Caltrain trains that are stopped at Caltrain-only stations.
- A member asked what the operations implications for Caltrain and high-speed rail are without additional passing tracks.
 - Staff responded that a joint analysis conducted by Caltrain and the Authority shows that there is enough flexibility in the scheduled timetables to operate the system without passing tracks.
- A member asked how far into the future operations of both systems were analyzed in the joint analysis.
 - Staff replied that the analysis assumed high-speed rail service along the Peninsula in 2027, Silicon Valley to Central Valley service in 2029, and full service from San Francisco to Los Angeles in 2033 with 6 Caltrain and 4 high-speed rail trains per direction per peak hour.
- A member commented that Caltrain revealed that they will be bringing the moderate service scenario from their business plan to their board. This scenario outlines a plan for 8 Caltrain trains per hour and a need for passing tracks for operation of those higher levels of service assuming high-speed rail service stays at 4 trains per hour.
- A member asked if the Authority is considering different passing track configurations.
 - Staff responded that the Authority identified short middle 4-tracks as the best passing track option in 2017 after analysis showed other configurations are substantially more impactful and expensive.

Other

- A member asked about the impacts of the two alternatives on the San Carlos station.
- Staff responded that there is no impact on the Caltrain San Carlos station for Alternative A. Alternative B would require the station to be moved a quarter mile south to accommodate the passing tracks.

Identifying a Preferred Alternative

Tung explaining the staff recommendation of Alternative A as the State's Preferred Alternative (PA).

The following questions, comments, and responses were recorded following the presentation. The comments and questions are grouped by topic and do not reflect the order of conversation.

Light Maintenance Facility

- A member asked why the design for the light maintenance facility (LMF) is not symmetrical between Alternatives.
 - Staff responded that the design for Alternative A avoids a Kinder Morgan tank storage facility.
- A member commented that the state passed legislation for units of housing and commercial development on the parcel of the proposed LMF for Alternative A.

- Staff responded that they are aware of the situation and are reaching out to the developer, Universal Paragon, to work on the issue.

Other

- A member asked staff to identify curves that will be straightened throughout the corridor.
- Staff agreed to follow-up with the CWG member after the meeting.
- A member asked if only Alternative A would be considered in the environmental document.
- Staff clarified that identifying a PA is required by California Environmental Quality Act (CEQA) but both alternatives will be considered and reviewed equally in the environmental document. The staff recommendation and feedback received will be presented to the Authority's Board of Directors at the September 17th Board meeting.

A member asked how many passing tracks would be installed for Alternative B.

- Staff responded two passing tracks are included in Alternative B.

A member asked what the preferred platform format for Alternative B is.

- Staff responded that standard outboard platforms are provided for Caltrain trains operating on the outer tracks. HSR will operate on the two inside tracks.

A member requested that additional spatial data be shared in general and specifically regarding the endangered butterfly habitat impacted under Alternative B.

A member suggested showing a string chart to show where high-speed rail tracks would fit in the existing corridor configuration.

A member requested to see the detailed analysis of the various differentiating factors.

- Staff responded that the draft environmental document would contain all detailed analyses and the Authority would provide guidance to the CWG members for reviewing the document prior to its release.

A member commented that Alternative B would be better for Caltrain but may be more difficult to permit than Alternative A.

Outreach Updates

Galli presented a timeline and next steps for collecting community feedback on the staff-recommended State's Preferred Alternative and sharing feedback with the Authority Board.

No questions or comments were recorded during this portion of the presentation.

Discussion of Staff-Recommended State's Preferred Alternative

Vu asked the CWG members to complete a worksheet with a series of questions about the staff-recommended State's Preferred Alternative. A summary of CWG member feedback provided via the worksheets is presented in Appendix A.

The following questions, comments, and responses were recorded following the worksheet exercise. The comments and questions are grouped by topic and do not reflect the order of conversation.

Platform Configuration

- A member asked if Caltrain agreed with the outside boarding platform configuration where there are passing tracks.
 - Staff responded that Caltrain was involved in reviewing the engineering plans that included the configuration.

A member commented that a center and single platform configuration helps with safety, user experience, and navigation.

- A member commented that there are a lot of issues not discussed as it relates to the PA such as the difference of platform height requirements from high-speed rail and Caltrain.
 - Staff clarified that platform height is not a differentiator between alternatives and the presentation focused on the differentiators between Alternative A and Alternative B.

Passing Tracks

- A member commented that they did not understand the decision not to include more options regarding the length of the additional passing tracks.
 - Staff responded that the analysis conducted with Caltrain considered the expected number of trains. Previously considered passing track options were eliminated due to the number of at-grade crossings impacted, community impacts, and costs. Electrification and updating the signaling system allow for Caltrain and high-speed rail operations without passing tracks.

A member asked if the area for the LMF in Alternative A could be used for passing tracks.

- Staff replied that there are currently existing passing tracks in that area.

Other

- A member requested staff to consider using string charts, like Caltrain, to display relative spatial information along the corridor.
- A member commented that they felt Alternative A would be better for the City of Brisbane.

Vu asked CWG members various questions related to the PA. The discussion is summarized below by discussion question.

What alternative do you personally support? What alternative do your communities support? If different, why?

- Numerous members expressed personal support for Alternative B due to the additional passing tracks but believe their communities would support Alternative A because it would be easier to permit and build and would have the least disruption to daily routines.
- A member suggested that communities would support Alternative B more if the increase in capacity for Caltrain were highlighted.
- A member suggested focusing on how high-speed rail benefits the Bay Area housing market by serving as a connection between job centers and regions of the state with lower real estate costs.
- A member asked if the Authority would provide support to residents displaced by high-speed rail.
 - Staff responded that there is a relocation assistance program for impacted residents. Factsheets related to displacement protocols and the Right of Way (ROW) process are currently being updated and will be distributed to the CWG once completed.
- A member suggested focusing on the benefits of Alternative B in terms of Caltrain scheduling.
- A member expressed full support for Alternative B.

A member commented that, as a resident of the City of Brisbane, they felt the city is in a difficult position in planning for the Baylands with the incorporation of a LMF considering various tradeoffs to uphold its recently passed General Plan, protecting endangered species habitat, and accommodating state housing requirements. The member also expressed concern that the

Authority did not sufficiently consider the level of soil toxicity in its analysis of the LMF location for both alternatives. They concluded that their preference would be for the west side LMF because it would result in less potential toxic exposure from polluted soil disruption.

How well did staff balance different criteria to inform their identification of the PA?

- A member commented that, as a resident of the City of Brisbane, they would support Alternative B because the LMF under this alternative would be built in an area that is already heavily industrialized and polluted. They argued they would not want to see more industrial uses in another part of Brisbane.
- Other members reacted favorably to this argument. A member expressed concern that staff did not consider health and safety of local residents in identifying the location of the LMF.
- A member expressed concern that the staff-recommended PA does not consider operational improvements like clock-face scheduling for Caltrain.

Has your opinion changed after the information presented today?

- Numerous members originally supported Alternative A but indicated they support Alternative B as a result of the discussion held amongst members during the meeting. Their opinion was that Alternative A would provide an inferior skip-stop service to Alternative B, which would provide the possibility of offering a clock-faced schedule.
- One member stated they support Alternative A because there are fewer impacts to the endangered butterfly habitat.
- Numerous members suggested decoupling the additional passing tracks from the west side LMF option.
- While many members showed support for the City of Brisbane's representative who expressed a preference for the west side LMF (Alternative B), a discussion about impacts to future housing developments resulted in members drawing a correlation to and offering support for the staff's recommendation of Alternative A because an east side LMF would have the fewest impacts on planned housing in Brisbane.

PUBLIC COMMENT

- A member of the public commented that passing tracks are not necessary in Millbrae because all trains will stop as they would in the Los Angeles to Anaheim California High-Speed Rail project section; additionally, there is no need for curve straightening if all trains stop. The member of the public continued by noting that he gave a presentation to the City of Brisbane and documents to Caltrain for highlighting how light and heavy maintenance facilities in Europe need less than 10 acres. The member of the public concluded that Caltrain could be the lead agency for compliance with the National Environmental Protection Act and the California Environmental Quality Act in the Peninsula as high-speed rail would only be operating at 110 mph.
- A member of the public indicated that separate maps are needed that show where exactly the tracks are and what properties will be impacted and what the estimated take is. The member of the public commented that the square footage of the right-of-way takes by property should be considered in the Authority's analysis in that a one-foot take should not carry the same weight as a 50-foot take.

- A member of the public commented that the Environmental Impact Report/Statement represents a snapshot in time and may only consider what is being planned currently. The member of the public continued by noting that the current Caltrain Business Plan considers clock-face scheduling attainable with additional passing tracks. The member of the public concluded by stating it would be helpful if the Authority's presentation represented how not pursuing additional passing tracks would impact Caltrain's future operations.

ATTENDANCE

Working Group Members

Affiliation	Name	Present
Atherton Rail Committee	Paul Jones	Yes
Beresford Hillsdale Neighborhood Association	Robert Sellers	No
Burlingame Community Leader	Ross Bruce	Yes
Burlingame Resident	Joe Baylock	Yes
Caltrain Accessibility Advisory Committee	Fernanda Castello	No
Clean Coalition	Craig Lewis	No
Friends of Caltrain	Adrian Brandt	Yes
Greater East San Carlos Neighborhood	Dimitri Vandellos	No
Homeowners Assoc. of North Central San Mateo	Ben Toy	No
Housing Leadership Council of San Mateo	Karen Camacho (alternate)	Yes
Housing Leadership Council of San Mateo	Leora Tanjuatco Ross	No
Legal Aid Society of San Mateo County	Stacey Hawver	No
Menlo Park Chamber of Commerce	Fran Dehn	No
Millbrae Chamber of Commerce	Lorianne Richardson	No
Next Path Consulting	Debra Horen	Yes
North Fair Oaks Community	Ever Rodriguez	Yes
Peninsula Freight Rail Users Group (PFRUG)	Clem Molony (alternate)	Yes
Redwood City Chamber of Commerce	Amy Buckmaster	No
Redwood City Forward	Anthony Lazarus	Yes
Samaritan House	Laura Bent	No
San Francisco International Airport	Roger Hooson	No
San Francisco International Airport	Nile Ledbetter	Yes
San Mateo Area Chamber of Commerce	Matthew Jacobs	No
San Mateo County Central Labor Council	Richard Hedges	Yes
San Mateo County Economic Development Association	Rikki Hawkins	Yes
San Mateo County Economic Development Association/ Peninsula Mobility Group	Don Cecil	No
San Mateo County Health System	Brian Oh	No
Silicon Valley Bicycle Coalition	Emma Shlaes	No
South San Francisco School Board/Samtrans Citizens Advisory Committee	John Baker	Yes
Sustainable San Mateo County	Christine Kohl-Zaugg	No

Authority Staff: James Tung, Phyllis Potter, Morgan Galli, Cici Vu, Matt Marvin, Zach Barr

ACTION ITEMS AND NEXT STEPS

- A meeting summary will be developed and distributed to CWG members for their review by August 19.
 - CWG members should send comments on the July Meeting Summary to staff by August 22 for inclusion in the version that will be appended to the Board Memo.
- CWG members who did not already fill out a Discussion Worksheet may submit a completed worksheet to Authority staff by August 22.
- CWG members interested in knowing where curves will be straightened throughout the corridor should contact Authority staff.
- Right-of-way and relocation assistance materials will be distributed to CWG members once they have been updated.
- Authority staff will follow up with Debra Horen to discuss LMF multi-use opportunities.

APPENDIX A

CWG members were asked how they personally felt about Alternative A, the staff-recommended State’s Preferred Alternative, with regard to the location of the LMF (East option).

Responses	Number of CWG Members
Support East option (Alternative A)	7
Support West option (Alternative B)	4
Write-in responses <ul style="list-style-type: none"> • Either option would be supported • No preference 	2

CWG members were asked how the community/organization/neighbors they represent would feel about the staff-recommendation for the location of the Light Maintenance Facility.

Responses	Number of CWG Members
Support East option (Alternative A)	6
Support West option (Alternative B)	4
Write-in responses <ul style="list-style-type: none"> • Not enough information • Either option would be supported • No preference 	3

CWG members were asked how they personally felt about the staff-recommended State’s Preferred Alternative with regard to the need for additional passing tracks.

Responses	Number of CWG Members
Support no additional passing tracks (Alternative A)	2
Support additional passing tracks (Alternative B)	10
Write-in responses <ul style="list-style-type: none"> • Not enough information 	1

CWG were asked how the community/organization/neighbors they represent would feel about the staff-recommended State’s Preferred Alternative with regard to the need for additional passing tracks.

Responses	Number of CWG Members
Support no additional passing tracks (Alternative A)	12
Support additional passing tracks (Alternative B)	5
Write-in responses <ul style="list-style-type: none"> Conflict with Caltrain? 	1

CWG members were asked how well they thought the staff-recommended State’s Preferred Alternative balances tradeoffs between (1) system performance, operations, and costs, (2) community, and (3) environmental factors.

Responses	Number of CWG Members
Very poorly	1
Somewhat poorly	2
Moderately/no opinion	4
Somewhat well	4
Very well	2

CWG members were asked to identify the five differentiating factors that are most important to their community.

Responses	Number of CWG Members
Caltrain service time	12
Residential displacements	8
HSR travel time	7
Capital costs	7
Commercial/industrial displacements	5
Community/public facility displacements	4
Mitigation needed to minimize emergency vehicle delays	4
Waters and wetlands	4
Other <ul style="list-style-type: none"> • Environmental impacts from toxic particulate substances that will be disrupted by moving soil for the LMF • Public health • Safety 	3
Impacts to butterfly habitat	2
Temporary interference with vehicle circulation	1
Pedestrian access to San Carlos Caltrain Station	1

CWG members were asked if their opinion of the PA (Alternative A) changed based on today's discussion.

Responses	Number of CWG Members
Yes	6
No	2

APPENDIX B
SUMMARY OF OPEN HOUSES



SAN FRANCISCO TO SAN JOSE PROJECT SECTION PREFERRED ALTERNATIVE OPEN HOUSES AUGUST 2019

SUMMARY

Introduction

This document summarizes key feedback collected during the August 2019 round of open houses on the staff-recommended Preferred Alternative (PA). This includes informal discussions staff had with meeting attendees as well as an interactive exercise and feedback forms.

Informal Discussions

At each open house, participants and staff mingled at displays around the room. While many of the participants came with specific questions about the proposed alignment, others attended to learn more about the project and understand the current status of the effort. Key ideas expressed to staff members at the open house are as follows:

Interest in:

- Planning for future operational requirements for both Caltrain and HSR
- Faster implementation of HSR service
- Job opportunities with HSR and small business outreach
- Construction-related traffic impacts
- Safety and security at at-grade crossings

Support for PA relating to:

- Fewer financial, environmental, and property impacts
- Limited impact to Caltrain schedule and passengers

Concerns about:

- Compatibility with Caltrain Business Plan and potential service expansion
- Traffic congestion at at-grade crossings
- Noise

Overall, staff reported that participants generally expressed strong support for high-speed rail service, and the majority were supportive of the staff recommendation for Alternative A as the Preferred Alternative.

Station 6 Interactive Activity

Station 6 provided an opportunity for open house attendees to engage with outreach staff about the high-speed rail evaluation criteria and vote on what that they considered most important to their community. Across the three meetings, the following were indicated to be the most important to participants in the exercise:

- HSR travel time
- Capital costs
- Caltrain travel time
- Residential displacements
- Alignment with Caltrain Business Plan

Feedback Form Results

Participants were encouraged to complete a feedback form that solicited their opinions on the staff-recommendation for the Preferred Alternative. Of the 47 forms submitted across the three meetings, 72% expressed support for Alternative A fully or with some concerns. Full results and key themes related to the support of the PA are provided below.

Opinions	Number of Responses (Percentage of Total)	Key Themes
I fully support Alternative A	25 (53%)	<ul style="list-style-type: none"> • Lower financial, environmental and proprietary impact • Urgency in getting the HSR built • Limited impact to Caltrain schedule and passengers
I support Alternative A, but have some concerns	9 (19%)	<ul style="list-style-type: none"> • Compatibility with Caltrain Service • Conduct more environmental mitigation – renewable energy usage • Concerns about lack of passing tracks
I support Alternative B	11 (23%)	<ul style="list-style-type: none"> • Faster service • Better ability to accommodate demand
None of the Above	2 (4%)	<ul style="list-style-type: none"> • Create connection to Oakland Airport • Cost of train and impact to communities

Additional details captured by the feedback forms included questions on how well the PA balances tradeoffs between (1) community factors, (2) environmental factors, and (3) system performance, operations, and cost; how attendees found out about the open houses; and the community they live in. Responses to these questions are provided below.

How well do you think the staff-recommended State's Preferred Alternative balances tradeoffs between community factors, environmental factors, and system performance, operations, and cost?

Opinions	Number of Responses (Percentage of Total)
Very Poorly	2 (4%)
Somewhat Poorly	5 (11%)
Moderately/No Opinion	8 (18%)
Somewhat well	17 (38%)
Very Well	13 (29%)

How did you learn about this Open House?

Sources	Number of Responses	Comment or Source
Facebook	4	
Twitter	2	
Nextdoor.com	1	
High-Speed Rail Authority Mail/Email	13	
Radio Announcement	0	
Community/neighborhood/school/newsletter	1	
Newspaper (which?)	6	<ul style="list-style-type: none"> • Mercury News (4) • No specification (2)
Flyer or poster (where?)	0	
Family friends or neighbors	4	
Other (indicate...)	23	<ul style="list-style-type: none"> • AAAE (1) • Caltrain HSR Comparative Blog (1) • Caltrain email (3) • HSR Website (2) • Instagram (2) • No specification (3) • Redwood City's website (1) • SFGate (1) • Sierra Club (1) • Streets Blog article (1) • Transit organization (1) • YIMBY Action (2) • YouTube (1)

In which community do you live?

Communities	Number of Responses
Berkeley	1
Brisbane	1
Burlingame	1
Redwood City	4
Menlo Park	1
Mountain View	1
Palo Alto	1
Oakland	2
San Carlos	3
San Francisco	12
Haight-Ashbury	1
Richmond District	1
Bayshore	1
South of Market	1
Unspecified Neighborhood	8
San Jose	3
San Mateo	3
Santa Clara	5
Saratoga	2
Sunnyvale	4

**APPENDIX C
CORRESPONDENCE**



BOARD OF DIRECTORS 2019

GILLIAN GILLET, CHAIR
DAVE PINE, VICE CHAIR
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JENNIE BRUINS
CINDY CHAVEZ
RON COLLINS
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CHARLES STONE
SHAMANN WALTON

JIM HARTNETT
EXECUTIVE DIRECTOR

August 22, 2019

Brian Kelly, Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: High-Speed Rail Preferred Alternatives in Northern California

Dear Mr. Kelly,

The Peninsula Corridor Joint Powers Board (JPB) appreciates the ongoing, collaborative effort our agencies are engaged in to plan for the successful development and operation of a Blended System in the San Francisco Bay Area. The Authority's completion of project-level environmental clearance describing the infrastructure needed to introduce High Speed Rail operations into the Bay Area is an important step in this ongoing process and we congratulate the Authority on reaching the important milestone of identifying Preferred Alternatives for high-speed rail in the areas it has defined as the "San Francisco to San Jose" and "San Jose to Merced" project sections.

This letter serves both to indicate Caltrain's concurrence with the staff recommendation at this stage in the Authority's environmental process as well as to affirm our perspective that significant further planning and agreement between our agencies will be required to successfully advance the implementation of the Blended System in the Bay Area. This letter briefly describes Caltrain's rationale for our concurrence with the staff selection of a Preferred Alternative in each project section and highlights areas where we anticipate that additional coordination and discussions will be required. Please note that this letter is narrowly focused on the Authority's selection of Preferred Alternatives from among the options studied in each project segment and is not intended to provide a detailed assessment or comment on the Authority's overall plans. We anticipate writing a more comprehensive comment letter at such time as the full draft environmental documents for the "San Francisco to San Jose" and "San Jose to Merced" segments are released.

In the "**San Francisco to San Jose**" project section, which includes the majority of the JPB-owned corridor, our teams have worked for the last several years to jointly evaluate various service plan and passing track options. Based on that analysis, we are in agreement with the Authority that prototypical blended service plans similar to those previously studied as part of the Peninsula Corridor Electrification Project EIR/EIS, and included in the "baseline" scenario of our Business Plan, can be operated on the mainline infrastructure included in "Alternative A" of the Authority's environmental analysis (infrastructure that assumes no new mainline passing tracks).

We note, however, that the Caltrain Business Plan has demonstrated that additional infrastructure, including passing tracks, may be needed both in order to expand rail service over time as well as to allow for the operation of a wider range of alternative blended service patterns on the corridor. As the corridor owner and manager, Caltrain anticipates the Authority's full support and participation in the process of planning for and implementing future passing tracks and overtakes that may be used in Blended operations. These ongoing collaborative efforts will lead to the processes and agreements by which the implementation and operation of both systems' improvements can proceed apace.

In the **"San Jose to Merced"** project section, we are supportive of the Authority's selection of Alternative 4 as the Preferred Alternative as that is the only alternative that helps expand the electrification of the Caltrain service south of Tamien Station to Gilroy. The Business Plan considers the electrification of this corridor and the provision of improved service to South San Jose and the rest of Southern Santa Clara County as a significant priority for the railroad and we appreciate that the design of Alternative 4 has been developed in a way that would make that service possible.

While we are supportive of the selection of Alternative 4 for the reason indicated above, we do note that this alternative has significant and complicated implications for the blended operations of both High Speed Rail and Caltrain systems from CP Coast in Santa Clara, through the Diridon Station and south to Gilroy. This southward extension of the blended system is a significant departure from many aspects of the planning and agreement work undertaken previously by our agencies. We look forward to continuing discussions and analysis related to this alternative, both within the context of the Authority's environmental process as well as in relation to ongoing negotiations between the State and the Union Pacific Railroad, the Diridon Integrated Station Concept Plan, and our own process of interagency planning and agreements.

Since the landmark agreement in 2012 that set us on the path to develop a blended system, significant investment from the High Speed Rail Authority as well as from our other regional, state and federal partners is already helping transform our corridor and service through the Peninsula Corridor Electrification Project. We again congratulate the Authority on its designation of preferred alternatives for the San Francisco to San Jose and San Jose to Merced Segments, and we look forward to continued partnership between our organizations as we move forward in planning shared investments and delivering enhanced rail service to our customers, our communities, our region and our state.

Regards,



Jim Hartnett

cc: Boris Lipkin
Michelle Bouchard
Sebastian Petty



August 22, 2019

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, California 95814

Subject: San Francisco comments on the State's Preferred Alternative for the San Francisco-to-San Jose segment

Dear Mr. Kelly,

We are pleased to see the progress that the California High-Speed Rail Authority is making towards achieving environmental clearance for the San Francisco-to-San Jose section of the statewide high-speed rail alignment. San Francisco strongly supports high-speed rail and views it as an integral part of a multi-pronged effort to address significant challenges faced by our city and the Bay Area as a whole.

In conjunction with the electrification of Caltrain, the addition of high-speed rail service to the Peninsula corridor will alleviate congestion on our streets and freeways, providing more reliable, fast access to jobs and opportunities for housing in the region. We look forward to playing an active role to help high-speed rail become a reality.

On behalf of San Francisco's agencies who are tracking this project closely, I am including their technical comments which I would ask you consider as part of this effort's ongoing development. We look forward to working with you to advance this once-in-a-generation project.

Sincerely,

A handwritten signature in blue ink that reads "London N. Breed".

London N. Breed
Mayor

August 22, 2019

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, California 95814

Subject: San Francisco comments on the State's Preferred Alternative for the San Francisco-to-San Jose segment

Dear Mr. Kelly,

The goal of bringing high-speed train service to downtown San Francisco is of critical importance to the region and the state. We appreciate your collaborative approach towards achieving this vision. There are many technical issues to be navigated in association with this set of projects, and some constructive comments from the city and county agencies are attached.

The 101 corridor between San Francisco and San Jose was identified as one of the state's top priorities in 2017's Senate Bill 1. The increase in rail capacity that will be brought about by the service plan recommended in the recently released Caltrain Business Plan will address that congestion without the widening of any freeways. With the diversion of this travel demand to electrified rail, the Bay Area will see improvements in air quality and our regional carbon footprint. We fully support the increases in capacity proposed by both operators, while acknowledging that impacts on local streets and the associated grade separation projects will require close coordination as the plans are implemented.

We understand that the needs of both Caltrain and high-speed rail in terms of storage, operations and maintenance as they share track in a blended system are complicated and still being explored by both entities. We appreciate that the large footprint of the proposed Light Maintenance Facility could support the long-term needs of regional/statewide rail operations in the Bay Area.

As your team works towards the release of the draft environmental documents for both sections in Northern California, know that you have a supportive partner in San Francisco. We look forward to continued coordination on this regionally important project and the arrival of high-speed trains at the Salesforce Transit Center.

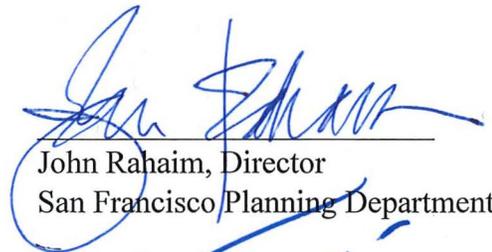
Sincerely,



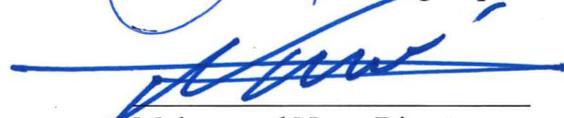
Tom Maguire, Interim Director of Transportation
San Francisco Municipal Transportation Agency



Tilly Chang, Executive Director
San Francisco County Transportation Authority



John Rahaim, Director
San Francisco Planning Department



Mohammed Nuru, Director
San Francisco Public Works

Technical comments

1. The proposed service pattern of six to eight Caltrain trains and four high-speed rail trains at peak hour would result in untenable amounts of gate down time at the existing 16th Street and Mission Bay Drive at-grade crossings. Coordination and cooperation to advance the Downtown Extension and Pennsylvania Avenue projects in order to grade-separate these two intersections is a high priority.
2. We understand that the current staff recommendation for the Preferred Alternative does not include passing tracks, but want to reaffirm our support for the medium Caltrain/HSR blended service scenario (12 trains per hour) and want to ensure designs at this phase does not preclude future investments in the corridor.
3. The anticipated investment at an interim terminus at 4th and King is of significant interest to the San Francisco stakeholders. We look forward to coordinating with HSR and Caltrain on any planned railyards needs and investments planning studies.
4. As the design of the Brisbane Light Maintenance Facility advances, San Francisco looks forward to close coordination to accommodate the planned extension of Geneva Avenue as a component of the Geneva/Harney BRT project and Sunnydale Avenue as a component of the Schlage Lock project. As proposed, the current lead track elevation conflicts with the proposed Geneva extension and would create an additional barrier or impact to accessing transit.
5. The 500' southward shift for the southbound platform adds 370' to walk from transit connections at Sunnydale/Bayshore (currently a 900' walk). This change also adds distance to access northbound platform due to relocated pedestrian overcrossing. The additional walk puts the station further from transit-oriented development at Schlage Lock site, is not adjacent to any active use or street, due to the flyover ramp and pergola structure. More than half of the southbound platform would also be directly underneath the pergola. With this in mind, we want to prioritize the ease of intermodal transfers, pedestrian and bicycle safety and accessibility in any future design.
6. As a Community of Concern and home to San Francisco's largest public housing site (Sunnydale-Velasco, aka Sunnydale Hope SF), transit access to Visitacion Valley is paramount. The proposed changes would not only affect residents of Sunnydale, Visitacion Valley and Little Hollywood, but also more than 17,000 housing units planned in southeast San Francisco.
7. The proposed alignment is an at-grade crossing in the vicinity of the City's Folsom Area Stormwater Improvement project and the final configuration should not have an effect on Folsom Tunnel. However, the horizontal track alignment at Berry Street appears to shift east, which may conflict with the existing Berry Street Box and/or its access hatch. The

Folsom tunnel will cross 7th Street along Berry Street and connect to westerly end of the Berry Street Box sewer. The invert of tunnel will be approximately 30' below grade. Current high-speed rail alignment drawings show box sewer terminating outside of the Caltrain fence line, however, existing box sewer may extend past the fence line. SFPUC's project lead is in discussions with Caltrain to gain access to the area so that investigation can be performed to locate the end of the Box sewer. Work in the vicinity of this location must be closely coordinated.

8. Since the proposed high-speed rail improvements are mostly above ground north of Evans Avenue and underground sections are also shallow, there should not be a direct vertical conflict with the City's Central Bayside Improvement Project (CBSIP) tunnel, which will be 100' deep and east of this high-speed rail alignment. The only potential issue could be the end of Berry Street just north of Mission Bay Drive, where both the CBSIP and Folsom projects plan to install tunnel shafts. Work in the vicinity of this location must be closely coordinated.



CITY OF BRISBANE

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Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

21 August 2019

Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: San Francisco to San Jose – Preferred Alternative Light Maintenance Facility

Dear Boardmembers:

The City of Brisbane (“City”) is writing to express its opposition to the California High-Speed Rail Authority’s (“CHSRA”) identification of the Brisbane Baylands site (the “Baylands”) as the *only possible* location for the placement of a High Speed Rail (“HSR”) Light Maintenance Facility (“Maintenance Facility”) along the San Francisco to San Jose Project Section. Indeed, CHSRA identified the Baylands as the first and second preferred alternative. CHSRA’s identification of the Baylands as the only option is an abuse of discretion and improper for numerous reasons:

- a) *First*, it ignores the importance of the Baylands as a future site of substantial housing in the Bay Area, which is critically in need of additional housing. The Baylands is currently proposed for up to 2,200 residential units, which would be jeopardized by the siting of the Maintenance Facility on the Baylands.
- b) *Second*, it is fundamentally inconsistent with adopted local and regional planning goals and plans, including the Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”) governing the Bay Area. These inconsistencies undermine the State of California’s climate and sustainability goals.
- c) *Third*, it thwarts informed decisionmaking and consideration of environmental impacts under the California Environmental Quality Act (“CEQA”) process by *improperly predetermining the project* without meaningful consideration of alternatives. CHSRA’s approval will be nothing more than a post hoc rationalization.
- d) *Fourth*, it is clear that CHSRA staff has not performed reasonable due diligence on the Baylands and does not understand the practical difficulties, hazards and costs associated with development of a Maintenance Facility.
- e) *Fifth*, it constitutes unreasonable pre-condemnation activity that artificially diminishes the value of the Baylands in violation of state law.

I. The Brisbane Baylands

The Brisbane Baylands is one of the largest infill sites in the Bay Area. Pursuant to a General Plan Amendment, as approved by citywide initiative on November 6, 2018, the Baylands is planned for the creation of (1) up to 2,200 residential units and (2) seven million square feet of non-residential development in an area rich with existing and planned transit. The City of Brisbane's citizens spoke clearly - the Baylands should be developed with appropriate residential and commercial development. Moreover, the owner of the Baylands, Universal Paragon Corporation ("UPC"), is committed to the redevelopment of the site for substantial residential and commercial uses.¹

CHSRA's taking in excess of 100 acres for the Maintenance Facility, and the resultant land use incompatibility issues, jeopardize the entire Brisbane Baylands redevelopment project, and does so on the basis of patently erroneous facts and assumptions. As an example, we note that as a justification for selecting Alternative A, CHSRA concludes that 10 residential displacements and 211,261 square feet of commercial and industrial displacements will occur. Of course, this may be technically true based on current land uses, it completely disregards the real impact of CHSRA's preferred alternative, which is to thwart the will of the citizens of the City of Brisbane as manifest in General Plan Amendment at a cost of 2,200 residential units and seven million square feet of commercial development. (See CHSRA's July 18, 2019 presentation to the City of Brisbane City Council, PowerPoint slide 38.)

II. CHSRA's "Preferred Alternative" Process

The process by which the Baylands was singled out as the *only site* meriting detailed study for a Maintenance Facility was opaque and conducted largely outside the public realm. Notwithstanding the City's consistent objections to the placement of any Maintenance Facility on the Baylands and its suggestion of more appropriate, alternative sites, CHSRA selection process was clearly predisposed to select the Baylands.² CHSRA staff purportedly analyzed other sites (Gilroy, the Port of San Francisco, and San Francisco International Airport). However, without meaningful discussion or disclosure, these alternative sites were summarily dismissed as "infeasible" for reasons which are not clearly defined in the record.³ From the existing record, it appears that the "alternatives" were merely strawmen and that little, if any,

¹ In January 2019, UPC delivered a letter of intent to the Brisbane City Council declaring its intent to revise the specific plan to conform with the citywide initiative (Measure JJ) with a range of 1,800-2,200 units.

² The City pointed out, for instance, that there are significant technical challenges associated with development of a Maintenance Facility on the site, including concerns regarding how providing track access from the main rail line to a maintenance facility would impact future critical infrastructure, most significantly the extension of Geneva Avenue over the Baylands. Geneva Avenue is a planned six-lane (plus two reserved lanes for Bus Rapid Transit) extension of that roadway from its current terminus, over the Baylands to a new connection with US 101. This extension is required due to both background traffic growth and traffic associated with new developments, and has been programmed in numerous regional plans, including the San Francisco/San Mateo Bi-County Transportation Study and in the RTP.

³ To illustrate the clandestine nature of the process, all of the documents and reports related to the San Francisco to San Jose Project Section, including the Alternative Analysis relied upon by CHSRA to justify the Preferred Alternative, are not readily available on CHSRA's website. If one wishes to review the Alternative's Analysis, he or she must submit a Public Records Act request to CHSRA.

consideration was actually given to any of the alternative sites, or how those alternative sites would be better suited for the proposed Maintenance Facility.

a. The Preferred Alternative Would Thwart Construction of Substantial Housing

As discussed above, the Baylands has been designated for substantial redevelopment with up to 2,200 new residential housing units. It is well-settled that the Bay Area faces a deepening housing availability and affordability crisis.⁴ The Association of Bay Area Governments (“ABAG”), the Bay Area’s regional metropolitan planning agency, recognizes that a “coordinated effort to increase housing production at all levels of affordability” is imperative to solving the housing crisis. Construction of the Maintenance Facility on the Baylands would be wholly antithetical to that effort. CHSRA’s failure to pay any credence to this significant impact is arbitrary and capricious, and made even more so by the fact that there are impediments to development of residential units on other alternative sites, the Port of San Francisco (no residential uses on tidelands properties) and San Francisco International Airport (airport safety and land use inconsistency issues). Thus, the Baylands stands alone among the alternatives as the *only alternative on the peninsula appropriate for thousands of units of housing*. The fact that the redevelopment planning process for the Baylands has been substantially completed makes CHSRA’s decision even more egregious.

b. The Preferred Alternative Violates CHSRA’s Own Business Plan

The selection of the Baylands as the location for the Maintenance Facility runs counter to CHSRA’s own legislatively-required 2018 Business Plan. The 2018 Business Plan expressly states that CHSRA is committed to building “a high-speed program with the fewest impacts and greatest benefits” and will develop a full range of “alternatives that will allow [CHSRA] to arrive at the best possible outcome for communities and natural resources.”⁵ CHSRA is clearly not heeding the 2018 Business Plan in its unsupported insistence on the Baylands as the location for the Maintenance Facility.

c. The Preferred Alternative Is Inconsistent With Local and Regional Plans

CHSRA’s identification of the Baylands as the preferred site for the Maintenance Facility is also fundamentally inconsistent with governing regional and local planning documents. ABAG’s RTP/SCS (aka Plan Bay Area 2040), for instance, recognizes the site as a *Priority Development Area* (“PDA”). PDAs are areas that have been identified as appropriate for additional, compact development.⁶ The “core strategy” of Plan Bay Area 2040 is to focus growth in PDAs such as the Baylands to achieve the plan’s growth, housing, transportation, and sustainability goals. Because the Baylands serves as an integral component to achieving the region’s sustainability, CHSRA’s recommendation is inconsistent with statewide and regional sustainability. It appears that no consideration was given to these important issues during the Preferred Alternative selection process.

⁴ See <https://abag.ca.gov/our-work/housing>.

⁵ See https://www.hsr.ca.gov/docs/about/business_plans/2018_BusinessPlan.pdf.

⁶ See http://2040.planbayarea.org/cdn/ff/buje2Q801oUV3Vpib-FoJ6mkOfWC9S9sgrSgJrwFBgo/1510696833/public/2017-11/Final_Plan_Bay_Area_2040.pdf.

Moreover, as the state's Regional Housing Needs Assessment ("RHNA") allocation requirements are inextricably intertwined with the RTP/SCS process, any action that precludes redevelopment of the Baylands with regional housing would not only be inconsistent with Plan Bay Area 2040, but would undermine RHNA. Government Code Section 65584.04 explains that regional planning and housing needs are integrated, and that any RHNA allocation by ABAG *must be* consistent with the development pattern in Plan Bay Area 2040 (the applicable RTP/SCS). The Government Code states, with respect to the California Legislature's intent when adopting the RHNA allocation requirements, "that housing planning be coordinated and integrated with the regional transportation plan" and that the final "allocation plan shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy" (See Plan Bay Area 2040). (Govt. Code § 65584.04(m).)

As discussed above, Plan Bay Area 2040 assumes buildout of the Baylands with significant development as a means toward achieving its sustainability and GHG reduction goals.⁷ Any action by CHSRA that would preclude development of residential uses on the Baylands would obstruct implementation of both the state's sustainability goals (through the RTP/SCS process) as well as its housing goals through RHNA. The Legislature's direction with respect to sustainable regional planning and housing is clear – the two are fundamentally related and work together to promote sustainability and housing goals. CHSRA's plan for development of the Baylands with the Maintenance Facility would eviscerate any possibility of meaningful residential development on the Baylands and would undermine years and costs devoted to regional sustainability and housing. It would also saddle the City of Brisbane with the impossible task of identifying new opportunities for residential development that would have been accommodated by the Baylands.

d. The Preferred Alternative Selection Process Violates CEQA

Given the process undertaken by the CHSRA, and its willful ignorance of the serious issues associated with siting the Maintenance Facility on the Baylands, the City must conclude that CHSRA has prematurely and inappropriately predetermined the selection of a maintenance facility location, a violation of CEQA. (*Cedar Fair, L.P. v. City of Santa Clara* (2011) 194 Cal.App.4th 1150, 1170 [predetermination occurs when an agency has committed itself to a project or *particular features*, so as to effectively preclude appropriate consideration of alternatives].) A public agency abuses its discretion when it commits to a particular course of action – such as identifying and pursuing its "preferred alternative" – and concluding that two other alternatives should be eliminated without first complying with CEQA. (See CHSRA's July 18, 2019 presentation to the City of Brisbane City Council, PowerPoint slide 13.) The California Supreme Court held that the City of West Hollywood failed to comply with CEQA when it approved a funding agreement for an affordable housing project without first complying with CEQA and analyzing all alternatives. (*Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116.) Here, CHSRA has selected a preferred alternative which it admits has significant impacts without analyzing all of the alternatives equally and even handedly. In fact, in its presentation, CHSRA has already acknowledged that it has undertaken an alternatives analysis outside of the

⁷ See Plan Bay Area 2040 Final Supplemental Report, *Land Use Modeling Report*.

CEQA process and eliminated the San Francisco and San Francisco Airport locations. This clearly is in violation of CEQA as well as the National Environmental Policy Act (“NEPA”).

It stands to reason that either (1) no new alternatives will be considered in the EIR/EIS or (2) that any alternatives to be considered are merely strawmen, identified under the pretense of meaningful consideration but ultimately deemed infeasible. The CHSRA process violates CEQA. “When an environmental review occurs after approval of the project, it is likely to become a post hoc rationalization to support action already taken.” (*Laurel Heights Improvement Assn. v. Regents of University of California* (1998) 47 Cal.3d 376, 394.) CEQA demands meaningful consideration of alternatives that would lessen significant environmental impacts of a proposed project. Evasion of this requirement is a violation of CEQA and precludes informed decisionmaking and analysis of possible environmental impacts associated with the Preferred Alternative, including aesthetics, air quality, cultural and historic resources, hazards and hazardous substances, and traffic. See 14 Cal. Code Regs. §15002(a)(2)-(3).

Instead of unlawfully undertaking the selection process outside of the CEQA and NEPA context, CHSRA should have evaluated all four alternatives and a No Build alternative in an environmental document which is circulated for public review and comment.⁸ The information from the various technical studies, and comments received on the CEQA Notice of Preparation and NEPA Notice of Intent will be incorporated into the draft environmental document which will include the Environmental Impact Report (“EIR”) and Environmental Impact Statement (“EIS”). The determination of the preferred alternative would then be made by CHSRA only after the public review of the environmental document and consideration of public comments. This process is not foreign to public agency decision making for large infrastructure projects, as it reflects the environmental review process currently being undertaken by the Transportation Corridor Agencies for the toll road alignment in Southern California.⁹

e. The Preferred Alternative Sabotages the City of Brisbane’s Efforts to Maintain and Enhance its Historic Entrance and Character

With little regard or no regard to its impact on the City of Brisbane, CHSRA’s Preferred Alternative relocates the historic entrance to the City to an industrial park behind an 80 foot tall overpass reminiscent of San Francisco’s old, oppressive and (thankfully) now demolished Embarcadero Freeway in order to preserve train access to the maintenance facility, proving that those who do not learn from history are doomed to repeat it.

⁸ The EIR is the focus of the environmental review process and, as we have explained, “the primary means” of achieving the state’s declared policy of taking “all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.” *City of Marina v. Bd. of Trustees of California State Univ.* (2006) 39 Cal. 4th 341, 348 (quoting *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392, and Pub. Res. Code, § 21000, subd. (a))

⁹ See <http://getmovingoc.com/faq/#1507682935434-b6db2387-3c8a>.

f. CHSRA's Lack of Proper Diligence

The most recent CHSRA presentation to the Brisbane City Council regarding the proposed Preferred Alternative only heightened concerns that CHSRA staff has not performed reasonable due diligence in assessing the feasibility of the Baylands as a future site of a Maintenance Facility. To demonstrate the lack of investigation conducted by CHSRA, when questioned at the City Council hearing, CHSRA staff acknowledged that it was unaware that its Preferred Alternative would require the removal of an indeterminate amount of mixed waste (which may or may not include hazardous waste). CHSRA staff also has no idea as to amount of such waste, what the waste constituents might be, or how it might be properly disposed.

It should also be noted that the Baylands site is identified as an area with a very high susceptibility to liquefaction.¹⁰ According to the developer of the Baylands, UPC, there are numerous engineering solutions available in the context of low-rise residential and commercial components of the future Baylands project, such as pilings and shoring improvements to ensure the building footings are capable of surviving a seismic event that results in liquefaction. It is unclear whether improvements could even be constructed to mitigate the risks to the proposed 100 acre Maintenance Facility. What is clear, however, is CHSRA did not address this concern in its July 18 presentation despite the fact that the issue has been raised for years. Similarly, sea level rise and tsunamis have been identified as significant concerns based on public reports and these have also gone unaddressed by CHSRA despite having been raised as concerns in public meetings.

CHSRA's lack of diligence is striking, and demonstrates the perfunctory, half-hearted investigation conducted by CHSRA's staff before formally identifying the Baylands as the preferred Maintenance Facility site. Without this important information, the Preferred Alternative recommendation is highly conclusory and fails to consider the on-the-ground issues that weigh strongly against constructing a Maintenance Facility on the Baylands.

g. Illegal Pre-Condemnation Activity

Finally, CHSRA's conduct constitutes unreasonable pre-condemnation activity. The Baylands site is not for sale to CHSRA and cannot be acquired without the exercise of eminent domain. CHSRA's conduct constitutes unreasonable pre-condemnation activity – diminishing the value of the Baylands – which creates condemnation blight and liability for inverse condemnation under *Klopping v. City of Whittier* (1972) 8 Cal. 3d 39, 52. The long-planned development of the Baylands cannot proceed in the face of the uncertainties created by CHSRA's marking the property for its own future use. Effectively preventing development of the Baylands to preserve it for a possible future project is an invalid taking. (*Jefferson Street Ventures LLC v. City of Indio* (2015) 236 Cal. App. 4th 1175, 1197 (2015) [development of portion of property prevented while freeway exit layout was being considered]; *People ex rel. Dept. of Transportation v. Diversified Properties Co.* (1993) 14 Cal. App. 4th 429, 442-443 [de facto taking occurred when property in the path of planned freeway was precluded from development to lower its ultimate cost of acquisition]). Because CHSRA's continuing its current

¹⁰ See June 2013 Brisbane Baylands Draft EIR.

course of action will destroy the value of the Baylands and result in massive liability to CHSRA, we urge CHSRA to reconsider its actions now.

III. Conclusion

As outlined above, CHSRA's identification of the Baylands as the first and second best option for locating the proposed Maintenance Facility despite the recommendations' being contrary to state law, policy, geology and CHSRA's own business plan confirms that CHSRA came into the process with a predetermined outcome. Its abuse of discretion breaches the public trust and the process must be wholly discarded and a new, comprehensive, transparent and legally compliant process undertaken to identify and fairly evaluate all potential alternatives for the Maintenance Facility. Nothing less will restore public confidence in the process and anything less violates state law.

Thank you for the opportunity to comment on this matter. Please contact Clay Holstine, City Manager at cholstine@brisbaneca.org or 415.508.2110 if you have any questions about the City's comments.

Sincerely,



Madison Davis
City of Brisbane, Mayor



Terry O'Connell
City of Brisbane, Mayor Pro Tempore



W. Clarke Conway
City of Brisbane, Councilmember



Karen Cunningham
City of Brisbane, Councilmember



Cliff Lentz
City of Brisbane, Councilmember

cc: Clay Holstine, City Manager
Tom McMorrow, Interim City Attorney
Boris Lipkin, Northern California Regional Director – CHSRA
CHSRA Board of Directors Secretary

Mayor Ian Bain
Vice Mayor Diane Howard

Council Members
Alicia C. Aguirre
Janet Borgens
Giselle Hale
Shelly Masur
Diana Reddy



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August 22, 2019

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113
(also submitted electronically)

Dear Board Members,

Thank you for the opportunity to comment on your staff's recommended State's Preferred Alternative for the San Jose to San Francisco section of the California high-speed rail project.

While the City of Redwood City may agree that Alternative A's performance relative to Alternative B is superior, we remain very concerned that the alternative does not adequately address the impacts of high-speed rail trains and service on our community. Our primary concern is safety, with related concerns around noise and local circulation impacts with increased rail activity.

We are very concerned that the proposed station and crossing improvements will not adequately mitigate the safety risk given the increase in the number of trains and the speed at which they will be traveling. Our train station sits in the middle of our Downtown, with thousands of people crossing the tracks on foot, in cars, and on bikes on a daily basis. The existing grade crossings next to the station are both multimodal (e.g. Broadway) and exclusively for pedestrians. Our residents have decades of experience with the slower and louder freight and Caltrain trains – introducing more trains at higher speeds without grade separations is deeply concerning.

A related concern is the impact on emergency response times and local circulation with increased gate down times. Additional delay for the thousands of residents who cross the tracks on a daily basis undermines the quality of life for our residents stuck in that traffic. Residents who live near those crossings will hear additional noise as the hours of congestion expand, train frequency (and associated horn noise) increases, and they will experience degraded air quality from more idling cars.

We strongly urge the Authority to include grade separations and more extensive station upgrades as part of the project to increase safety for everyone and to mitigate high-speed rail's impacts on adjacent communities.

Sincerely,

Ian Bain
Mayor, Redwood City

C: Redwood City Council
Melissa Stevenson Diaz, City Manager
Mark Muenzer, Community Development and Transportation Director

High Speed Rail EIR Preferred Alternative - San Francisco to San Jose

Friends of Caltrain is a nonprofit supporting stable funding and successful modernization of Caltrain, in the context of a well-integrated regional transportation system. We support the blended system for High Speed Rail to share tracks on the Caltrain corridor.

In reviewing the alternatives for the EIR and the preferred alternative, it is clear that during High Speed Rail's work on the EIR, High Speed Rail's plans have gotten out of synch with other regional planning efforts.

The two big areas of misalignment are the topics of passing tracks on the Caltrain corridor, and Diridon Station in San Jose.

Passing Tracks

Over the last year, Caltrain has been working on a Business Plan for the electrified system. Motivated by studies showing pent-up demand to increase ridership by 3-4x, the Caltrain board is now heading toward decisions that will likely favor more frequent, and more regular service compared to the 6-train, irregular skip-stop service pattern that had studied for the electrification EIR. Caltrain's studies show that to achieve higher ridership and better quality service will require additional trains beyond six per hour per direction, regularly spaced clockface timetable patterns. To achieve this with High Speed Rail on the corridor, passing tracks will be necessary.

At earlier High Speed Rail Community Working Group meetings we had made comments noting that the Caltrain Business Plan was studying schedule and passing track options that may conflict with the older assumptions High Speed Rail was using. But, because the new information from Caltrain was not yet complete, High Speed Rail's EIR analysis used Caltrain's earlier studies and schedule assumptions in assessing the infrastructure that would be needed to run High Speed Rail service between San Jose and San Francisco.

Based on these older and now obsolete assumptions, High Speed Rail has proposed a "preferred alternative" that does not have any passing tracks.

Based on the newest information and directions from Caltrain, passing tracks will be needed.

If High Speed Rail pursues adding service between San Francisco and San Jose once Caltrain is already running a regular clockface schedule with more trains, and no passing tracks are added, then Caltrain service would be badly degraded in an irregular and bunched timetable, resulting in long gaps with no service at many stations, and difficult connections between many origin/destination pairs.

Therefore, in order to provide accurate and relevant disclosure per the California Environmental Quality Act, the High Speed Rail Authority needs to update its analysis, at such time as it is getting ready for service between San Jose and San Francisco, with updated information that takes into account Caltrain's schedule and plans at that future time. In that analysis, HSRA needs to update its assessment about the requirement to mitigate impacts on the service that Caltrain is running and

planning to run in that future time frame. We expect that those mitigation needs will include passing infrastructure.

As with the Diridon discussion below, we want to see public acknowledgement, including in written response to comments, that the High Speed Rail analysis has been superceded by newer planning, and that similar to Diridon, that High Speed Rail will in the future update its plans, including mitigations, to be compatible with updated plans and conditions.

The most recent published timeline for High Speed Rail has Valley to Valley service starting in 2029, however given the progress of the project, that time frame is likely to be later. Given the timeline, the EIR will surely need to be updated before making final plans to build infrastructure needed for Peninsula Corridor service. That update will need to include updated information about impacts and mitigations, including service impacts and mitigation with passing infrastructure.

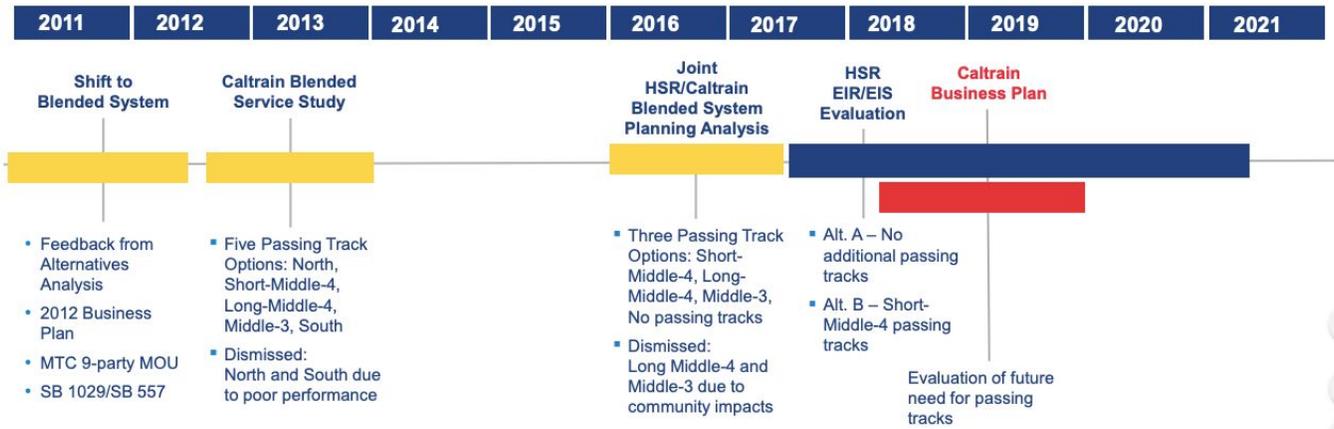
Friends of Caltrain values the funding contributions made by CHSRA for electrification and grade separations to date. The contribution, which has totaled about \$0.75B to date, is a small proportion of the current value of the corridor and a small share of broader set of investments that will be needed to increase capacity on the corridor while providing high quality service for local, regional and long-distance trips.

In the spirit of a “blended system” there will need to be cost and benefit sharing that is fair and equitable to its respective stakeholders. An alternative that minimizes costs to CHSRA while severely impacting Caltrain service would not be in keeping with the spirit of a fair and equitable blended system.

Diridon Station

Similarly, based on the community working group meetings, High Speed Rail staff acknowledged that the material in its EIR regarding Diridon Station was likely to be superceded by the Diridon Station Concept Plan. Therefore, we request that the High Speed Rail Authority provide supplemental studies to take into account designs and decisions that emerge from the Diridon Station Area Concept Plan Process.

PASSING TRACKS EVALUATION TIMELINE



Thank you for your consideration,

Adina

Adina Levin
 Friends of Caltrain
<https://greencaltrain.com>
 650-646-4344

August 22, 2019

Via Overnight Mail and Email

Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: San Francisco to San Jose — Preferred Alternative Light Maintenance Facility

Dear Boardmembers,

We represent Universal Paragon Corporation (“UPC”) with respect to its Brisbane Baylands project. We are writing on behalf of UPC to express our strong opposition to the California High Speed Rail Authority’s (the “Authority”) identification of the Baylands project site (“Baylands”) as the *only possible location* for the placement of a Light Maintenance Facility (“LMF”) along the San Francisco to San Jose Project Section. The Authority’s identification of the Baylands as both the first and second Preferred Alternatives is an abuse of discretion and improper for numerous reasons, including but not limited to: (1) it jeopardizes the development of nearly 1,800 to 2,200 residential units; (2) it is fundamentally inconsistent with voter-approved planning goals; (3) the Authority has failed to conduct reasonable due diligence to determine the feasibility of constructing an LMF at the Baylands site; (4) it fails to provide a meaningful analysis of potential alternatives, in violation of the California Environmental Quality Act (“CEQA”); and (5) the Authority’s actions constitute improper and unlawful pre-condemnation activity.

I. Background of Brisbane Baylands Project.

Over the past fifteen years, UPC has worked with the Brisbane community, and the City of Brisbane to plan for the eventual remediation and development of the Brisbane Baylands. The project, if fully realized, would add between 1,800 to 2,200 residential units and up to 7 million square feet of commercial development space.

In 2005, UPC submitted a Specific Plan application (SP-01-06) and a General Plan Amendment application (GP-01-06/GP-01-10) for the Baylands to the City of Brisbane, which it updated in 2011. Over the subsequent seven years, the City engaged in a comprehensive community planning process and completed an Environmental Impact Report that analyzed a

range of development scenarios at a program level, including the proposal described in UPC's Specific Plan application.

On July 19, 2018 the City Council certified the Final Environmental Impact Report, approved a General Plan amendment (GP-1-18) for the Baylands to allow for a range of 1,800 - 2,200 residential units and 6.5 million square feet of additional commercial development plus 500,000 square feet of hotel space, and directed that Case GP-1-18 be placed on the November 2018 ballot for voter consideration. On November 6, 2018, Brisbane voters approved Measure JJ, thereby approving the General Plan amendment approved by the City Council (Case GP-1-18). UPC is now updating its Specific Plan application (SP-01-06) to conform with the General Plan amendment approved by Measure JJ and intends to move forward as expeditiously as possible to implement the plan after completion of subsequent environmental review to the extent required by CEQA.

In short, the Brisbane Baylands project has been in the works for over 20 years and has been approved by the voters pursuant to Measure JJ. Implementation of the Project requires finalization of the Specific Plan to conform with the voter approved General Plan amendment, and the Project, once finally approved and constructed, will provide significant and much needed housing, commercial space, utilities, and open space to a transit rich site. The Authority's proposed taking of approximately 100 acres of the Baylands site for the LMF not only significantly jeopardizes the Baylands development project, but does so in direct contravention of the will of the citizens of Brisbane, who approved the General Plan amendment authorizing the Baylands development, and statewide housing policies that encourage high-density residential development near transit.

II. The Authority's Selection of the Baylands as a Site for the LMF is Improper, an Abuse of Discretion, and Violates CEQA and State Law.

The process by which the Authority selected the Baylands as the only site meriting a detailed study for a LMF facility was opaque and conducted without public input. Although Authority staff purportedly analyzed other sites (i.e. Gilroy, the Port of San Francisco, and the San Francisco International Airport), there was no meaningful public discussion or disclosures concerning these alternative sites. Instead, these sites were dismissed summarily as "infeasible" without explanation. From the scant materials in the available public record, it appears that that these "alternatives" were never seriously considered, strongly suggesting that the Authority predetermined its decision to select the Baylands, in direct violation of CEQA requirements.

- a. The Selection of the Baylands as the only possible LMF Site impedes the construction of needed housing and regional planning goals.

It is well-documented that the Bay Area suffers from a housing affordability and affordability crisis. The Association of Bay Area Governments (“ABAG”), the regional metropolitan planning agency, acknowledges that a “coordinated effort in create housing production at all levels of affordability” is essential to address the housing crisis. The construction of the LMF is wholly antithetical to these efforts and would significantly jeopardize and possibly impede the construction of residential units on one of the few remaining infill sites suitable for development on the San Francisco Peninsula.

According to the 2015-2023 Regional Housing Need Allocation Plan, San Mateo County needs to provide an additional 16,418 residential units to meet demand. When analyzing the San Francisco Peninsula holistically, the housing crisis becomes more dire, as Santa Clara County must provide 58,836 units while San Francisco must provide an additional 28,869. Thus, creating a combined Regional Housing Needs Allocation (“RHNA”) of 104,123 units for San Francisco, San Mateo, and San Mateo counties. The Baylands project proposes to add up to 2,200 residential units, addressing nearly 13% of San Mateo County’s housing need.

Placing the LMF in the Baylands projects fundamentally jeopardizes the viability of the residential aspect of the Baylands project. It could potentially expose Baylands residents to noxious externalities incompatible with residential uses, including, but not limited to: (1) hazardous non-organic compounds associated with industrial maintenance activities; (2) increased noise pollution from industrial activities; (3) safety hazards associated with train crossings and electrified rails; and (4) increased air pollution from industrial and transit activity. Should the LMF be built in the Baylands, the viability of the Bayland’s housing development would be in dire jeopardy. Thus, construction of the LMF would exacerbate existing housing shortages by directly derailing one of the few projects seeking to construct thousands of new residences.

b. Selection of the Baylands as a location for the LMF is fundamentally inconsistent with regional planning goals.

The Authority’s identification of the Baylands as the LMF site is fundamentally inconsistent with governing regional and local planning documents. Specifically, the ABAG’s Regional Transportation Plan/Sustainable Communities Strategy, commonly known as Plan Bay Area 2040, recognizes the Baylands site as a Priority Development Area (“PDA”). The main thrust of Plan Bay Area 2040 is to focus growth in PDAs to achieve specific housing, transportation, and sustainability goals. The Baylands, as a PDA, is integral to the success of Plan Bay Area 2040, and thus to the regional housing, transportation, and suitability goals. Constructing the LMF site on Baylands site would directly inhibit the regional’s ability to meet these goals, as noted above. There is no publically available evidence to suggest that the

Authority considered the important regional issues of housing, transportation, and sustainability when it selected the Baylands as the only location for the LMF.

c. The Preferred Alternative thwarts the democratic will of Brisbane voters.

Last November, Brisbane voters approved Measure JJ authorizing the amendment of the Brisbane General Plan to permit the development of up to 2,200 residents and up to 7 million square feet of commercial development. Measure JJ was extensively covered in the local media and coverage made it clear that a vote for Measure JJ was a vote to build housing.¹ Therefore, the Preferred Alternative seeks to thwart the democratic will of Brisbane voters by inhibiting the Baylands development.

d. The Authority failed to conduct basic due diligence regarding the significant site constraints that render the Baylands infeasible for an LMF.

The Authority's representations and presentations to local officials have heightened concerns that the Authority failed to conduct reasonable due diligence when determining the Preferred Alternative sites. For example, Authority staff acknowledged to the Brisbane City Council that they were unaware that the Baylands site would require extensive environmental remediation efforts. Authority staff's lack of knowledge concerning current environmental conditions is concerning given site's public history of environmental contamination and the potential for a LMF to compound and exacerbate existing pollutants.

Approximately 180 acres of the Baylands site lie within the former Southern Pacific Railroad Yard. This Railyard is contaminated with bunker C oil and lead, other heavy metals as well as volatile organic compounds. Moreover, approximately 360 acres of the Baylands site lie within the former Brisbane Landfill area. The Baylands site also includes wetlands that will require mitigation through an Army Corps of Engineers permit, and has poor soil conditions that will require careful geotechnical mitigation efforts.

The state government has recognized the Bayland site's environmental contamination since at least December 17, 1985, when the California Department of Health Services recognizes a release of a hazardous substance on the site and issued an Order to Post and Fence to keep the general public from coming into contact with the material. Subsequently, the Department of Toxic Substances Control ("DTSC") issued a series of Remedial Action Orders to clean up the site. The first Remedial Action Order was issued December 14, 1988. On August 2, 1995, DTSC transferred remedial oversight to the Regional Water Quality Control Board ("RWQCB"). The

¹ See e.g., J.K. Dineen, *Brisbane voters making tough choices on housing with Baylands project*, The San Francisco Chronicle (Oct. 20, 2018).

RWQCB issued a Waste Discharge Requirements and Cleanup and Abatement Order to close the Brisbane Class III Landfill April 26, 2001. Clearly, the Bayland's history as a railyard and landfill necessitate extensive and careful environmental remediation. Remediation that UPC has planned for and is prepare to conduct.

Additionally, the Baylands site is susceptible to liquefaction, sea level rise, and even tsunamis. The record does not contain evidence to suggest the Authority has even recognized these serious concerns. UPC, on the other hand, has extensively studied these risks and stands ready to build a residential and commercial development capable of handling liquefaction concerns and the dangers of climate change.

Ultimately, it appears that the Authority's decision to select the Baylands as the Preferred Alternative was both conclusory and premature due to the failure to consider and address the extensive environmental and geotechnical concerns.

e. The Preferred Alternative selection process violates CEQA.

By presenting the Baylands site as the only LMF location, without sufficient due diligence, the Authority has violated CEQA and abused its discretion by preordaining the Baylands site as the Preferred Alternative. (*Cedar Fair, L.P. v. City of Santa Clara* (2011) 194 Cal.App.4th 1150, 1170 [stating that improper predetermination occurs when an agency has committed itself to a project or particular features, so as to effectively preclude appropriate alternative considerations].)

As a general principle, before conducting CEQA review, public agencies must not "take any action that significantly furthers a project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project." (Cal. Code Regs., tit. 14, § 15004, subd. (b)(2)(B).) This helps ensure that that CEQA reviews produce documents of accountability rather than serving as a "post hoc rationalizations" (See *Laurel Heights Improvement Assn v. Regents of University of California* (1998) 47 Cal.3d 376, 394.) Therefore, public agencies abuse their discretion by committing to a particular course of action without first complying with CEQA and analyzing all alternatives.

During a July 18, 2019, presentation to the Brisbane City Council, Authority staff openly admitted that they operated outside of CEQA by eliminating alternative LMF sites. By eliminating any alternative sites, the Authority effectively committed itself to the Baylands LMF project before starting the CEQA process. (Cal. Code Regs., tit. 14, § 15352, subd. (a) [defining approval as the "decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out by any person."].) This clearly violates CEQA, as well as the National Environmental Policy Act ("NEPA").

Rather than unlawfully operating outside of the CEQA and NEPA framework, the Authority should have fully evaluated all four alternatives, plus a no-build alternative, and circulated the resulting environmental document for public review and comment. The determination of a Preferred Alternative should only have been made by the Authority after careful review of public comments.

f. The Authority's actions constitute unlawful pre-condemnation activity.

The Baylands site is not for sale and therefore the Authority must exercise its eminent domain power to acquire control. Accordingly, the long planned development of the Baylands is stalled by the Authority's unlawful announcement of the Baylands as the only LMF site. By unlawfully declaring the Baylands as the only possible site for the LMF, the Authority is engaged in an illicit taking, giving rise to precondemnation damages. (*Jefferson Street Ventures LLC v. City of Indio* (2015) 236 Cal. App. 4th 1175, 1197 [development of portion of property prevented while freeway exit layout was being considered]; *People ex rel. Dept. of Transportation v. Diversified Prosperities Co.* (1993) 14 Cal.App.4th 429, 442-443 [de facto taking occurred when property in the path of planned freeway was precluded from development to lower its ultimate cost of acquisition].) Under California law, "precondemnation damages result when a public entity engages in precondemnation conduct short of a de fact taking causing adverse economic impact to private property resulting from precondemnation delay and/or unreasonable conduct." (*Klopping v. City of Whittier* (1972), 8 Cal.3d 39, 51-52.) Here, the Authority acted unreasonably, even recklessly, by failing to proceed through CEQA review before declaring the Baylands as the site for the LMF facility. Thus, we encourage the Authority to reconsider its actions before destroying the value of the Baylands, which, given the record, would result in significant liability to the Authority.

III. Conclusion.

As outlined above, the public record indicates that the Authority's designation of the Baylands as the first and second Preferred Alternatives for the proposed LMF violates CEQA and would ultimately harm the region's efforts to solve the housing crisis. The Authority's abuse of discretion can only be rectified by discarding the present process and beginning anew. Nothing short of a new, comprehensive, transparent, and legally compliant process to identify and fairly evaluate all potential alternatives for the LMF would be sufficient under state law.

GIBSON DUNN

Thank you for your consideration.

Very truly yours,



Neil Sekhri

cc: John Swiecki, Community Development Director
Kevin Cullina, Universal Paragon Corporation
Greg Vilkin, Universal Paragon Corporation