



SOUTH PENINSULA COMMUNITY WORKING GROUP MEETING SUMMARY MARCH 14, 2019

SUMMARY

Introductions & Agenda Review

Boris Lipkin, Northern California Regional Director, gave a brief update on Governor Newsom's comments regarding high-speed rail in his State of the State address. He continued by discussing the California High-Speed Rail Authority's (Authority) response to the Federal Railroad Administration's (FRA) February 19, 2019 letter.

The following question and response were recorded following Lipkin's update.

- A member of the public asked for an update on negotiations with Union Pacific regarding the proposed at-grade Caltrain/high-speed rail blended alignment south of Diridon Station.
 - Staff responded that the Authority is continuing to pursue an agreement with Union Pacific, and more information will be included in the Project Update Report, which is anticipated to be released in May 2019.

Rationale for Preferred Alternative

Rebecca Kohlstrand, Northern California Director of Projects, gave a presentation on the rationale and process for identifying the Preferred Alternative (PA).

The following questions, comments, and responses were recorded following Kohlstrand's presentation.

- A member of the public asked whether the Authority would consider alternatives that were more aligned with Governor Newsom's requests.
 - Staff responded that the Authority has not been given any direction from Governor Newsom to consider new alternatives and that the alternatives being considered reflect the Authority's 2018 Business Plan.
- A member of the public asked about ridership projections for high-speed rail.
 - Staff responded that ridership projections are analyzed and documented in the Business Plan
- A member asked for more information on grade separations along the Peninsula.
 - Staff explained that the Authority is improving safety through the installation of channelization, quad gates, and perimeter fencing. It has been the prerogative of cities and counties to pursue individual grade separation projects.

Early Train Operator

Hayden West, Lead Procurement Advisor with Deutsche Bahn (DB), gave a presentation on the role of the Early Train Operator (ETO).

The following questions, comments, and responses were recorded during and following West's presentation.

- A member of the public asked about structural and operational differences between trains in Germany and the United States.
 - ETO staff responded that there could be differences in train design for California High-Speed Rail trains to increase passenger comfort, for example, and these would be decided during the design phase of the project. Power and signaling systems for trains

vary across Europe, and the European Train Control System (ETCS) is currently working to unify these.

- A member of the public commented that high-speed trains in Europe avoid passing through large cities and instead have lower-speed branches that pass through large downtown areas. They continued by asking if this is the kind of input the ETO is providing to the Authority.
 - Staff responded that the suggestion of blended operations is aligned with planned operating speeds along the Peninsula. Staff continued by noting that the ETO is not being asked to provide input on operating speeds or alternative alignments.
- A member of the public asked whether the ETO would create independent ridership projections and asked what would happen if actual ridership did not match with projections.
 - ETO staff answered that they are currently developing their own ridership projections for comparison with those developed by the Authority. ETO staff continued by noting that, if there are discrepancies between projected and actual ridership, that revenue risk would be taken on by the ETO.

Outreach Update

Morgan Galli, Interim Northern California Regional Stakeholder Manager, provided an update on recent outreach efforts by the Authority.

The following questions, comments, and responses were recorded during and following Galli's presentation.

- A member of the public commented that he had heard about this Community Working Group (CWG) meeting from a Caltrain meeting, and additional information was difficult to find.
 - Staff commented that CWG meetings, while open to the public, are focused on engaging CWG members. Meeting materials are posted to the Authority website. Upcoming open house meetings are intended to engage the public at large and would be noticed broadly.
- A member asked about what alternatives are being proposed in the San Francisco to San Jose Project Section.
 - Staff responded that there are two alternatives largely within the Caltrain right-of-way: Alternative A and Alternative B in the San Francisco to San Jose Project Section. Alternative A has a Light-Maintenance Facility in Brisbane on the east side of the Caltrain alignment, no additional passing tracks, and would remain blended, at-grade approaching Diridon Station in San Jose. Alternative B consists of a Light-Maintenance Facility in Brisbane on the west side of the Caltrain alignment, approximately six miles of additional passing tracks between San Mateo and Redwood City, and either a short or long viaduct approaching Diridon Station.
- A member of the public commented that the Authority should coordinate with Palo Alto and other cities to ensure that plans for upgrading local rail systems align with high-speed rail plans. She asked whether funding would be available for cities pursuing grade separations.
 - Staff responded that the Authority would coordinate with cities that are pursuing grade separations but that no commitments have been made to provide funding for them.
- A member of the public commented that the Caltrain tracks through Hillsdale have a barrier between the two center tracks and should instead have two barriers with the two center tracks between them. The member of the public asked whether this was input the ETO could give to the Authority.
 - ETO staff responded that this was the type of input the ETO could give to the Authority.
- A member of the public asked whether Caltrain and high-speed rail boarding levels would be the same height.
 - Staff answered that high-speed rail will have level boarding at 51 inches above the tracks and that Caltrain platforms will be lower except potentially at the Salesforce Transit Center in San Francisco where shared platforms are being considered.

- Staff asked the member in attendance whether he would be open to merging the San Mateo County CWG and South Peninsula CWG should attendance at the South Peninsula CWG continued to be low.
 - Member responded he would be willing to combine the CWGs.

ATTENDANCE

CWG Members		
Affiliation	Representative or Alternate	Present
Stanford University	Jessica Alba	
Youth United for Community Action	Tameeka Bennett	
Washington Park Neighborhood Association (Sunnyvale)	Matt Brunnings	X
Mountain View Coalition for Sustainable Planning	Cliff Chambers	
Loma Prieta Sierra Club	Gladwyn D'Souza	
Mountain View Chamber of Commerce	Bruce Humphrey	
City of Santa Clara Chamber of Commerce	Nick Kaspar	
Friends of Caltrain	Adina Levin	
Palo Alto Forward	Steve Levy	
Stanford University	Lesley Lowe	
Acterra	Julie Noblitt	
Sunnyvale Sustainable Affordable Living Coalition	Mike Serrone	

Authority Staff: Boris Lipkin, Morgan Galli, Yosef Yip, James Tung, Rebecca Kohlstrand, Hayden West, Zach Barr, Cooper Tamayo, Cici Vu.

City/Agency Staff: Lori Low (Caltrain), Dennis Ng (City of Santa Clara).

ACTION ITEMS AND NEXT STEPS

- Authority staff will upload the PowerPoint presentation to the high-speed rail website [here](#).
- Authority staff will share a meeting summary of the March 14th meeting with CWG members.
- Authority staff will continue to conduct Environmental Justice outreach, including hosting information tables and making presentations at community events and meetings.
- Authority staff will work to improve and reformat South Peninsula CWG membership and consider other options, such as combining with another CWG.
- Authority staff will coordinate with Palo Alto and other cities that may be looking at grade separations.