



## SAN MATEO COUNTY COMMUNITY WORKING GROUP MEETING SUMMARY MARCH 12, 2019

*Note: Questions and comments were grouped by category where applicable and are not necessarily presented in the order they were asked.*

### 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 questions, comments, and responses were recorded following Lipkin's update.

- A member asked if Caltrain electrification within the San Francisco to San Jose corridor would be affected by the FRA funding.
  - Staff responded that the electrification project is ongoing and will not be affected.
- A member asked if the Authority would be able to execute an agreement with Union Pacific Railroad (UPRR) without federal funding.
  - Staff responded that an agreement would be able to be made with UPRR.
- A member asked how the federal grants were authorized.
  - Staff responded that one grant was provided from the American Recovery and Reinvestment Act of 2009, and additional federal funds were granted to the Authority from annual appropriations in 2010.
- A member asked if there is funding for the Authority from Regional Measure 3.
  - Staff clarified that Regional Measure 3 includes funding for Diridon Station planning and other local projects but does not directly fund high-speed rail.
- A member asked if funding is available for the additional 52 miles of construction in the Central Valley discussed in Governor Newsom's 2019 State of the State address.
  - Staff responded that the funding for the additional construction will come from available state funding sources including Proposition 1A bonds and Cap and Trade.
- A member asked if the timeline for the San Francisco to San Jose Project Section has changed as a result of uncertainty of state and federal funding.
  - Staff responded that the timeline has not changed. The next two years will focus on the environmental clearance process.
- A member commented that the Governor's State of the State address focused on accountability and the appointment to the Board of his main economic advisor.
  - Staff confirmed the appointment of a new Chair of the Board and clarified that the Governor also discussed adding 52 miles of construction in the Central Valley.

#### **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 during and following Kohlstrand's presentation.

### *Operations*

- A member asked if the 200-mph speed and five-minute headway pertain to areas of acceleration and deceleration.
  - Staff clarified that the trains must be designed to allow for five-minutes of headway between two consecutive trains, and the maximum speed between San Francisco and San Jose is 110 mph (although it is over 200 mph on dedicated routes).
- A member asked how long it will take trains to reach 110 mph in the San Francisco to San Jose corridor.
  - Staff responded that it would take a few miles.
- A member asked whether 110mph speeds would leave the train susceptible to coming off the tracks at the planned Broadway Station grade separation.
  - Staff responded that the Broadway grade separation is being designed to Caltrain profile standards capable of safe 110 mph operation.

### *Environmental Process and PA Identification*

- A member asked if the Authority's regulatory checkpoint schedule is required by federal regulations.
  - Staff clarified that, while the timeline is not required by federal regulations, it reflects a memorandum of understanding the Authority has with the Federal Railroad Administration, the US Environmental Protection Agency and the US Army Corps of Engineers for the types of information that is included..
- A member asked how differentiating factors are weighted and considered in identifying the PA.
  - Staff responded that criteria required by state and federal regulations will be analyzed to determine which factors would serve as differentiators between alternatives but that there was no direct weighting of factors. A slide was presented to show the hierarchy of federal and state regulations.
- A member asked how the timeline for the Authority's environmental process compares to that of other government entities or countries who have established high-speed rail.
  - Staff responded that the length of the Authority's environmental process reflects the stringency of environmental policies and the scale and scope of high-speed rail in California.

### *Light Maintenance Facility (LMF)*

- A member asked how Measure JJ, which was passed in Brisbane, would affect the Authority's plans for a LMF.
  - Staff responded that the Authority has and will continue to meet with the City of Brisbane and local developers to determine how to best incorporate the LMF in the site planning process.
- A member asked if the LMF in Brisbane would prevent any planned development by the landowner.
  - Staff responded that the Authority is working with the developer to identify and mitigate impacts to the planned development.

### *Other*

- A member asked who is responsible for funding the [Authority's] passing tracks [alternative].
  - Staff responded that the passing tracks and other investments in shared infrastructure would be subject to future agreements between different parties using the infrastructure.
- A member commented that Caltrain is reviewing a scenario with four times the current passengers and 16 trains per hour per direction in the Caltrain Business Plan.
  - HSR staff responded that the Authority's environmental document is reviewing scenarios with a total of 10 trains (six Caltrain, four high-speed rail) per peak hour per direction in the environmental analysis. This is the baseline scenario for the Caltrain Business Plan.
- A member asked who would fund the quad-gates and signaling system.
  - Staff responded that the Authority's costs analysis includes the costs for quad gates and signaling systems but that funding needs to be determined.

## **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.

### *DB's Role*

- A member asked if DB would be the long-term train operator.
  - ETO staff clarified that DB's contract is for early train operations, and a franchise agreement for long-term train operations would come after that.
- A member asked for more information on the ETO operations plan.
  - Staff responded that the Authority has a basic operations plan, and DB will assist in developing more detailed plans in the future.
- A member asked if DB would review the design or construction packages in the Central Valley.
  - ETO staff responded that DB is reviewing the request for proposals on rolling stock and track and systems but is not involved in civil construction.

### *Rolling Stock*

- A member asked if the rolling stock for high-speed rail in California would be the same as what is used in the Intercity-Express in Europe.
  - ETO staff explained that DB will advise the Authority during its review and decision-making process for rolling stock. The selection of rolling stock has not been made
- A member asked if rolling stock specifications would include platform height.
  - ETO staff responded yes.
- A member asked if the Authority is only considering 50-inch platforms.
  - Staff answered that high-speed rail will have level boarding at about 51 inches above the tracks and that Caltrain platforms will be lower.
- A member commented that Caltrain's vehicles have two level door heights at 20 and 51 inches.
  - Staff responded that the high-speed rail trains will be designed with 51 inch door heights.
- A member asked what is the estimated percentage of total cost for rolling stock?
  - Staff responded that rolling stock represents less than 10% of project costs for high-speed rail with the highest costs being civil works and the acquisition and preparation of land

### *Security*

- A member asked what square footage is dedicated to baggage screening in the European Union (EU).
  - ETO staff clarified that the EU only has baggage screening in the United Kingdom because of the Schengen Agreement. Currently, there is not yet a specific plan for baggage screening for high-speed rail in California.
- A member asked how the Authority will establish a bag screening policy.
  - Staff responded that the Authority is working with the Transportation Security Administration (TSA) to develop security protocols and policies appropriate for rail systems.

### *Other*

- A member asked if DB has realized a rise or fall in the cost to build high-speed rail systems.
  - ETO staff responded that the cost has risen as system requirements and regulations have become more complex.

## **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.

*Station Locations*

- A member asked if Los Banos could receive a station.
  - Staff responded that Proposition 1A explicitly forbids a station between Gilroy and Merced so currently a Los Banos station would not be possible and that the only way to make a station possible would be through a future ballot initiative.
- A member asked how the locations for currently planned stations was decided.
  - Staff responded that the siting of stations was the result of a 2005 statewide program environmental document in general followed by more precise environmental analysis at the project level in each section.

*Other*

- A member asked if there is a function that allows for providing comment on the Authority website.
  - Staff responded yes, in the project section web page.

**PUBLIC COMMENT**

- A member of the public asked why the Authority was not considering double decker trains.
- A member asked if DB is currently operating other projects in California or the U.S.

**ATTENDANCE**

<b>CWG Members</b>		
<b>Affiliation</b>	<b>Representative or Alternate</b>	<b>Present</b>
Atherton Rail Committee	Paul Jones	X
Beresford Hillsdale Neighborhood Association	Robert Sellers	
Burlingame Community Leader	Ross Bruce	X
Burlingame Resident	Joe Baylock	X
Caltrain Accessibility Advisory Committee	Fernanda Castello	
Clean Coalition	Craig Lewis	
Friends of Caltrain	Adrian Brandt	X
Greater East San Carlos Neighborhood	Dimitri Vandellos	
Homeowners Assoc. of North Central San Mateo	Ben Toy	
Housing Leadership Council of San Mateo	Evelyn Stivers	
Housing Leadership Council of San Mateo	Leora Tanjuatco Ross	
Legal Aid Society of San Mateo County	Stacey Hawver	
Menlo Park Chamber of Commerce	Fran Dehn	
Millbrae Chamber of Commerce	Lorianne Richardson	
North Fair Oaks Community	Rafael Avendaño	
North Fair Oaks Community	Ever Rodriguez	X
Peninsula Freight Rail Users Group (PFRUG)	Greg Greenway	X
Redwood City Chamber of Commerce	Amy Buckmaster	

Redwood City Forward	Anthony Lazarus	X
Samaritan House	Laura Bent	
San Francisco International Airport	Roger Hooson	
San Francisco International Airport	Nile Ledbetter	X
San Mateo Area Chamber of Commerce	Matthew Jacobs	
San Mateo County Central Labor Council	Richard Hedges	
San Mateo County Economic Development Association	Rikki Hawkins	X
San Mateo County Economic Development Association/ Peninsula Mobility Group	Don Cecil	
San Mateo County Health System	Brian Oh	
Silicon Valley Bicycle Coalition	Emma Shlaes	
South San Francisco School Board/Samtrans Citizens Advisory Committee	John Baker	
Sustainable San Mateo County	Christine Kohl-Zaugg	
Sustainable San Mateo County	Bill Schulte	

**Authority Staff:** Boris Lipkin, Elizabeth Scott, Morgan Galli, Rebecca Kohlstrand, James Tung, Hayden West, Yosef Yip, Zach Barr, Matt Marvin, Kelsey Rugani

**Elected Officials (and staff):** Ann Schneider (Councilwoman City of Millbrae), Erin Chazer (Office of Senator Jerry Hill), Elmer Martinez (Office of Senator Jerry Hill)

**City/Agency Staff:** Brent Tietjen (Caltrain), Angela Obeso (City of Menlo Park), Andrew Wong (City of Burlingame), Erik Zhen (City of Redwood City)

**ACTION ITEMS AND NEXT STEPS**

- Authority staff will upload the PowerPoint presentation to the high-speed rail website [here](#).
- Authority staff will share a summary of the March 12<sup>th</sup> 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.