



California High-Speed Rail Authority Board of Directors

Transit-Land Use Committee Meeting

November 21, 2016

3pm-4pm

California High-Speed Rail Authority Offices

770 L Street, Suite 1160

Sacramento, CA 95814

Meeting Minutes/Summary

Committee Members Present:

- Mr. Dan Richard, Chair
- Mr. Daniel Curtin

Authority Staff Present:

- Ms. Melissa DuMond, Director of Planning and Integration
- Mr. Jim Andrew, Assistant Chief Counsel
- Mr. Tony Mendoza, Deputy Director of Planning and Integration

Other Participants:

- Mr. Egon Terplan, SPUR
- Mr. Doug Carr, Jones Lang LaSalle Incorporated (by phone)

Agenda Item #1 – Status and Update on the Authority’s Station Area Planning Program

[Presentation #1 – High-Speed Rail Station Area Planning Update](#)

Staff provided a review of station area planning agreements active throughout the state. The Committee directed staff to evaluate how decisions, such as alignments, are affecting timing of station planning decisions and how station location decisions tie into Preferred Alternative designated through the environmental review process.

Staff then detailed each of the existing station area planning efforts going on throughout the state:

- Millbrae is the only station area planning agreement not executed to date, although it is in process. The Authority is working with San Francisco International Airport (SFO), city of Millbrae, Bay Area Rapid Transit (BART), and Caltrain on a comprehensive access plan for the Millbrae station area.

- San Jose – Intermodal working group is currently working through anticipated access constraints during construction of high-speed rail and BART Phase II. The Committee indicated that planning efforts must consider short-term impacts as well as long-term opportunities.
- Gilroy – the City of Gilroy has voiced support of a downtown station location to revitalize its downtown. Many opportunity sites exist if the focus can stay on the downtown station location. The east of Gilroy station location is another option under study. The Committee expressed concern about whether the east of Gilroy station alignment would take advantage of infill opportunities.
- Merced – UC Merced development investments in the Merced area are notable. The Committee directed staff to provide an update on the status of the Merced Station Area Planning boundary expansion. Phase 2 planning was also discussed; helping to explore connectivity in the long-term and corridor options for better convention service faster to Merced from Sacramento in addition to the high-speed rail alignment going south to Fresno and the Bay Area.
- Fresno – Staff explained that Fresno is the furthest station along in the planning process. The City of Fresno has amassed \$100 million in cap and trade funds targeted around station area development (not including Authority investments). This is a catalyzing amount of funding for station area regeneration.
- Kings/Tulare – the focus of this station area planning effort is connectivity east and west to the many cities along the Cross-Valley Rail corridor. Staff explained the Authority’s desire to ensure development is in the urban areas with transit connection to high-speed rail.
- Bakersfield – Two station locations are under consideration and going through environmental review. The Bakersfield Locally Generated Alternative includes a station at F Street. The City of Bakersfield’s plans consider development scenarios throughout downtown Bakersfield including both Truxtun Station and the proposed F Street station location.
- Palmdale – Staff explained that several grants and planning activities are coming together to plan the development of downtown Palmdale focused on the Q Street corridor as well as the high-speed rail station area and that it is likely that more intense development will need to be phased over time to meet market conditions.
- Burbank Airport – Development is already occurring. The Committee expressed a desire to ensure efficient modal connections among rail and air at this station.

Agenda Item #2 – Relevant Research and Case Studies

[Presentation #2 – Maximizing High-Speed Rail Station Development Opportunities](#)

Staff presented a process for considering development opportunities for high-speed rail station and provided an overview of example deal structures. A common theme identified in the presentation is that there are a multitude of funding sources and often somewhat complex governance structures that help to maximize development opportunities. The Authority seeks to remain flexible to future operator input on development around the station as well as operations. Any early actions should preserve the potential value and not preclude ability to generate revenue. For example, there will need to be a balance between the need of rail operations to move people through as quickly as possible against retail operations to get people to stay as long

as possible. Also important to note that the Authority and local cities need to find ways that the revenue generated from the development provides revenue back to state and locals.

[Presentation #3 – Beyond the Tracks 2.0](#)

SPUR presented on their update of the Beyond the Tracks 2011 report. High-speed rail is a major investment that has the opportunity to bring major changes to California, not just in how we get around. The high-speed rail system will economically integrate the San Joaquin Valley with the coastal regions of California and has great potential to revitalize downtown areas in the communities with stations as well as preserve valuable farmland on our community's edges. However, based on international experiences, it will be necessary to have supportive planning and policy tools to make sure communities realize these positive benefits. SPUR, an urban policy think tank in the Bay Area, is developing a set of policy recommendations to the state and the California High-Speed Rail Authority on how to realize the full promise of high-speed rail. The updated report is looking at the spine of the system in the Central Valley and exploring the key benefits and land use challenges of high-speed rail, as well as those policy tools that could be used to shape the impact of high-speed rail from a land use and economic development perspective. The committee requested another milestone check in with SPUR as the study progresses. Initial observations led to the following considerations to date in the study:

1. Establish state program for downtown revitalization and reinvestment for station cities.
2. Tie the creation of new state/local revitalization agencies with agreement for growth control at edge.
3. Establish clear statewide economic development priority for strengthening the economy of the San Joaquin Valley.
4. Explore a larger role for the state in development in the immediate area around the station.

Some discussion ensued about incentives for the right kind of development, either at the station area (such as an access fee that can be shared with locals), or benefits/incentives to preserve agricultural areas surrounding station areas.