



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

BRIEFING: SEPT. 1st EXECUTIVE/ADMINISTRATIVE COMMITTEE MEETING AGENDA ITEM #3

TO: Chairman Pringle and Authority Board Members

FROM: Roelof van Ark, CEO

DATE: 8/25/2010

RE: HST Station Area Development Policies

Discussion:

At the May 14, 2008 Authority Meeting the Board adopted the “HST Station Area Development Policies” which was incorporated into the Bay Area – Central Valley Program Environmental Impact Report/Environmental Impact Statement. This policy recognizes the importance of transit-oriented development and value-capture at and around station sites that support and promote HST ridership. The policy was created in order for the selected communities to begin analyzing the best possible facets of their respective HST Station and its surrounding locale. In turn the Authority committed to utilizing its resources, both financial and otherwise, to encourage the implementation of transit-oriented development, smart growth principles, and value capture at and near HST stations.

At the August 4, 2010 Executive/Administration Committee meeting, staff proposed that the Authority adopt a resolution which would delegate to the Chief Executive Office the authority to negotiate and enter into agreements with communities for the purpose of carrying out the guideline set forth in the Board adopted HST Station Area Development Policies. The resolution proposed that the Authority would provide matching funds of up to 20% of the study, not to exceed \$200,000.00, to assist in the planning & development phase of the HST Station Area. These funds would not be for physical construction but for study, research, and planning of their local HST Station Area. The goal is to encourage the local authorities go beyond the basics in design & development of their Station Area and plan for a greater vision that takes full advantage of this new transportation alternative within their geographical region. The Authority recognizes the unique situation within each city’s infrastructure growth and planning and would therefore limit their role to one of an “Advisory” position; thereby, not restricting the ideas of each community but encouraging grand designs for the city’s respective HST Station and contiguous surroundings.

After receiving public input, the Executive/Administration Committee directed staff to provide additional time (30-days) for agency and public review of this agenda item. The Committee also directed that the Station Area Development document be circulated statewide to local and regional agencies who may be selected for HRS station locations for comment.

On August 9, a presentation was made to the Southern California High-Speed Rail Inland Corridor Group (SCAG, LA Metro, SANBAG, RCTC, SANDAG, and San Diego Regional Airport Authority) on the Station Area Development agenda item from August 4th and the direction provided by the

Executive/Administration Committee. On August 12, a letter and draft paper entitled "HST Station Area Development: General Principle and Guidelines" were sent to regional agencies (e.g. SCAG, SANDAG, SACOG, etc.), transportation agencies (e.g. LA Metro, BART, etc.) and all the municipalities identified to potentially have a HST station. Agencies were asked to provide comments by August 27, 2010.

Recommendation

As the administration of the process did not allow for sufficient time to comment to the circulated document, additional time is needed to receive, review, and incorporate input from agencies and the public on this agenda item. Staff recommends that this item be brought to the Executive/Administration Committee as an action item at the October Board meeting.

Attachments:

- ✓ Letter from CEO dated August 12, 2010
- ✓ Draft HST Station Area Development: General Principles and Guidelines