

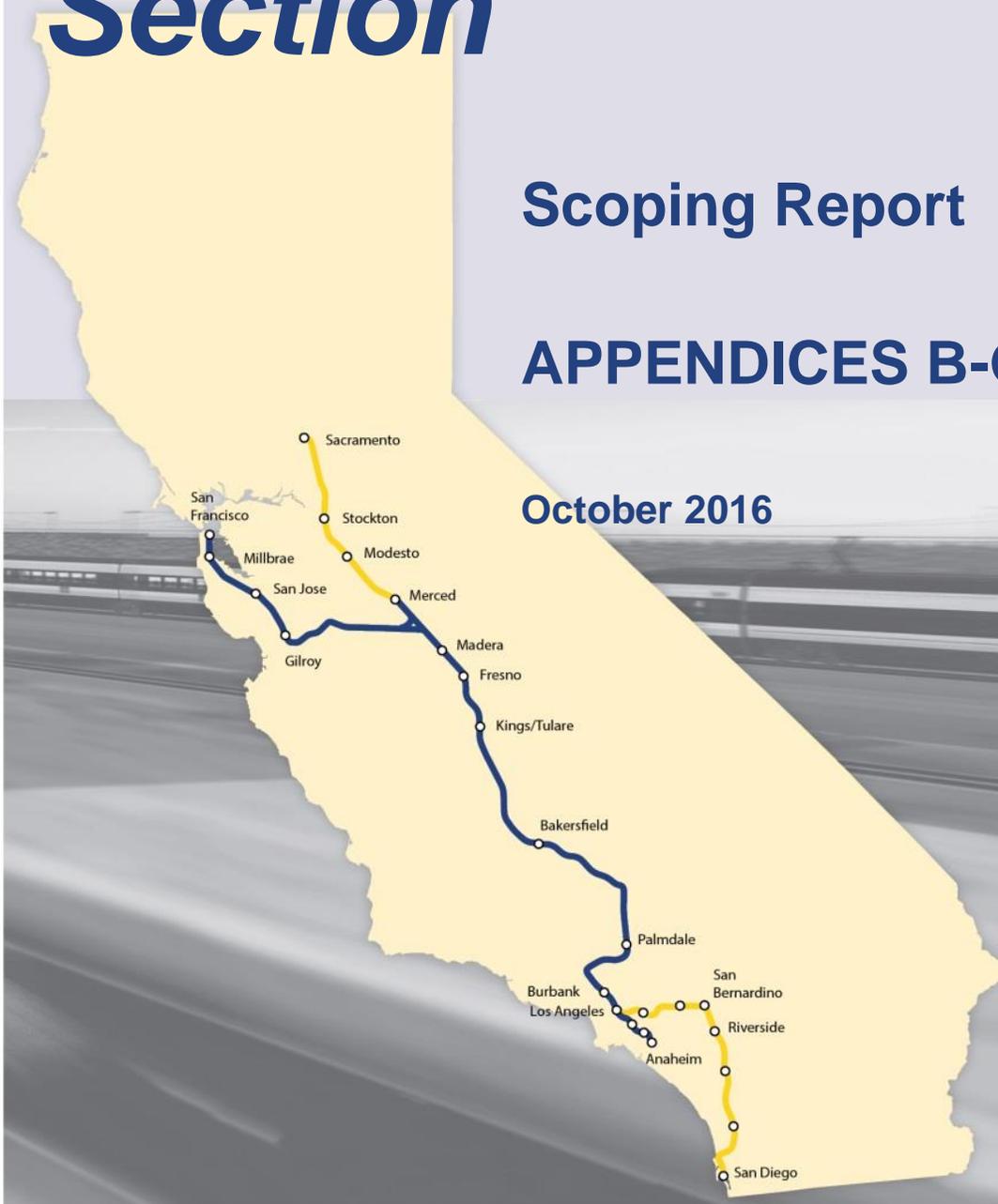
California High-Speed Rail Authority

# *San Francisco to San Jose Project Section*

Scoping Report

APPENDICES B-G

October 2016



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**Appendix B**  
**Senate Bill 1029**

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BILL NUMBER: SB 1029      ENROLLED  
BILL TEXT

PASSED THE SENATE    JULY 6, 2012  
PASSED THE ASSEMBLY    JULY 5, 2012  
AMENDED IN ASSEMBLY    JULY 3, 2012

INTRODUCED BY    Committee on Budget and Fiscal Review

FEBRUARY 6, 2012

An act to amend the Budget Act of 2012 by adding Items 2660-104-6043, 2660-304-6043, 2665-104-6043, 2665-304-0890, 2665-304-6043, 2665-305-0890, 2665-305-6043, 2665-306-0890, and 2665-306-6043 to Section 2.00 of that act, relating to the state budget, and making an appropriation therefor, to take effect immediately, Budget Bill.

LEGISLATIVE COUNSEL'S DIGEST

SB 1029, Committee on Budget and Fiscal Review. Budget Act of 2012.

The Budget Act of 2012 makes appropriations for the support of state government for the 2012-13 fiscal year.

This bill would amend the Budget Act of 2012 by adding items of appropriation relating to a high-speed rail system in the state.

This bill would declare that it is to take effect immediately as a Budget Bill.

Appropriation: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Item 2660-104-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2660-104-6043--For local assistance,  
Department of Transportation, payable  
from the High-Speed Passenger Train Bond  
Fund..... 713,333,000

Schedule:

(1)    30.10-Mass  
      Transportation..... 713,333,000

Provisions:

1. These funds shall be available for encumbrance or liquidation until June 30, 2018.
2. The funds appropriated in this item shall be available for capital improvement projects to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as adopted by the California

- Transportation Commission,  
pursuant to Section 2704.095  
of the Streets and Highways Code.
4. Any funds appropriated in this item for projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, shall not be used to expand the blended system to a dedicated four-track system.
  5. The funds appropriated in this item shall only be made available for expenditure upon the enactment of an appropriation of \$3,240,676,000 in Item 2665-306-0890, an appropriation of \$2,609,076,000 in Item 2665-306-6043 for the Initial Operating Segment of the High-Speed Rail System, and an appropriation of \$1,100,000,000 in Item 2665-104-6043 for "'Bookend'" funding, as articulated in the 2012 High-Speed Rail Authority Final Business Plan.

SEC. 2. Item 2660-304-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2660-304-6043--For capital outlay,  
Department of Transportation, payable  
from the High-Speed Passenger Train Bond  
Fund ..... 106,000,000

Schedule:

- (1) 30-Mass  
Transportation..... 106,000,000

Provisions:

1. These funds shall be available for encumbrance or liquidation until June 30, 2018.
2. The funds appropriated in this item shall be available for capital improvement projects to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as adopted by the California Transportation Commission, pursuant to Section 2704.095 of the Streets and Highways Code.
4. Any funds appropriated in this item for projects in the San

- Francisco to San Jose corridor, consistent with the blended system strategy identified in the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, shall not be used to expand the blended system to a dedicated four-track system.
5. The funds appropriated in this item shall only be made available for expenditure upon the enactment of an appropriation of \$3,240,676,000 in Item 2665-306-0890, an appropriation of \$2,609,076,000 in Item 2665-306-6043 for the Initial Operating Segment of the High-Speed Rail System, and an appropriation of \$1,100,000,000 in Item 2665-104-6043 for ""Bookend"" funding, as articulated in the 2012 High-Speed Rail Authority Final Business Plan.

SEC. 3. Item 2665-104-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-104-6043--For local assistance,  
 High-Speed Rail Authority, payable from  
 the High-Speed Passenger Train Bond  
 Fund ..... 1,100,000,000

Provisions:

1. These funds shall be available for early improvement projects in the Phase 1 blended system, consistent with the Metropolitan Transportation Commission Memorandum of Understanding, as approved by the High-Speed Rail Authority on April 12, 2012, in High-Speed Rail Authority Resolution 12-11 and the Southern California Memorandum of Understanding, as approved by the High-Speed Rail Authority on April 12, 2012, in High-Speed Rail Authority Resolution 12-10. The funds are available for encumbrance or liquidation until June 30, 2018.
2. The amount appropriated in this item is available for expenditure for state

operations, local assistance, or capital outlay, and may be transferred to Item 2665-004-6043 or Item 2665-306-6043. These transfers shall require the prior approval of the Department of Finance.

3. Any funds appropriated in this item for projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, shall not be used to expand the blended system to a dedicated four-track system.
4. Provisions 4 to 11, inclusive, of Item 2665-306-6043 shall also apply to this item.
5. No funds appropriated in this item shall be encumbered prior to the High-Speed Rail Authority submitting a detailed funding plan for the project or projects in accordance with subdivision (d) of Section 2704.08 of the Streets and Highways Code to (a) the Department of Finance, (b) the Chairperson of the Joint Legislative Budget Committee, and (c) the peer review group established pursuant to Section 185035 of the Public Utilities Code.
6. No funds appropriated in this item shall be encumbered for construction of a project prior to completion of all project-level environmental clearances necessary to proceed to construction and the final notices being contained in the funding plan for the project.
7. Prior to the obligation of funds to any specific project, and subject to

the approval of the Department of Finance, the High-Speed Rail Authority Board shall develop an accountability plan, consistent with Executive Order S-02-07, to establish criteria and procedures to govern the expenditure of the bond funds in this appropriation, and the outcomes that such expenditures are intended to achieve, including a detailed project description and project cost. The procedures shall ensure that the investments comply with requirements of applicable state and federal laws, and are consistent with and advance the state high-speed train system.

8. The High-Speed Rail Authority shall enter into a project management and funding agreement with the local sponsor of the funded project, and the agreement shall require the local agencies to report to the authority on a quarterly basis to ensure that all bond-funded activities are within the scope and cost outlined in the agreement. Prior to the authority entering into any project management and funding agreement pursuant to this provision, the agreement shall be approved by the Department of Finance.
9. Expenditures of bond proceeds under this item shall be subject to audit to determine whether the expenditures made from bond proceeds were made according to the established criteria and processes, were consistent with all legal requirements, and achieved the intended outcomes. The High-Speed Rail Authority shall contract with the

- Office of State Audits and Evaluations for the performance of these audits unless alternative audit arrangements are made with the concurrence of the Office of State Audits and Evaluations.
10. The funds appropriated in this item shall only be made available for expenditure upon the enactment of an appropriation of \$3,240,676,000 in Item 2665-306-0890, an appropriation of \$2,609,076,000 in Item 2665-306-6043 for the Initial Operating Segment of the High-Speed Rail System, an appropriation of \$106,000,000 in Item 2660-304-6043, and an appropriation of \$713,333,000 in Item 2660-104-6043 for Connectivity funding.

SEC. 4. Item 2665-304-0890 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-304-0890--For capital outlay, High-Speed Rail Authority, payable from the Federal Trust Fund ..... 28,310,000

Schedule:

- (1) 20.15.010-San Francisco to San Jose--Acquisition..... 5,135,000
- (3) 20.30.010-Merced to Fresno--Acquisition... 2,297,000
- (4) 20.40.010-Fresno to Bakersfield--Acquisition..... 3,119,000
- (5) 20.45.010-Bakersfield to Palmdale--Acquisition..... 0
- (6) 20.50.010-Palmdale to Los Angeles--Acquisition..... 2,566,000
- (7) 20.60.010-Los Angeles to Anaheim--Acquisition..... 4,299,000
- (8) 20.99.010-Project Management and Agency Costs--Acquisition.... 10,894,000

Provisions:

- 1. The projects identified in this item may be managed by the High-Speed Rail Authority.

2. The projects identified in this item are subject to review by the State Public Works Board.
3. Notwithstanding any other provision of law, each project in Schedules (1) to (7), inclusive, of this item shall be the same as the respectively coded project in Schedules (1) to (7), inclusive, of Items 2665-304-6043, 2665-305-0890, and 2665-305-6043. For a given project, funds appropriated in this item may be transferred to the same project in Item 2665-305-0890. These transfers shall require the prior approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.
4. Notwithstanding any other provision of law, the project in Schedule (8) of this item shall be the same as Schedule (8) of Item 2665-305-0890 and Schedule (11) of Items 2665-304-6043 and 2665-305-6043. Funds appropriated in Schedule (8) of this item may be transferred to the same schedule in Item 2665-305-0890 upon approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.

SEC. 5. Item 2665-304-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-304-6043--For capital outlay, High-Speed Rail Authority, payable from the High-Speed Passenger Train Bond Fund..... 124,067,000

Schedule:

- |     |   |           |
|-----|---|-----------|
| (1) | 20.15.010-San Francisco to San Jose--Acquisition... | 5,135,000 |
| (3) | 20.30.010-Merced to Fresno--Acquisition.            | 2,297,000 |
| (4) | 20.40.010-Fresno to Bakersfield--Acquisition.....   | 3,119,000 |
| (5) | 20.45.010-Bakersfield to Palmdale--Acquisition..... | 0         |

(6)	20.50.010-Palmdale to Los Angeles- -Acquisition.....	2,566,000
(7)	20.60.010-Los Angeles to Anaheim- -Acquisition.....	4,299,000
(8)	20.70.010-Los Angeles to San Diego--Acquisition..	37,055,000
(9)	20.80.010-Merced to Sacramento- -Acquisition.....	29,700,000
(10)	20.90.010-Altamont Pass--Acquisition...	20,375,000
(11)	20.99.010-Project Management and Agency Costs- -Acquisition.....	19,521,000

Provisions:

1. The projects identified in this item may be managed by the High-Speed Rail Authority.
2. The projects identified in this item are subject to review by the State Public Works Board.
3. Notwithstanding any other provision of law, each project in Schedules (1) to (10), inclusive, of this item shall be the same as the respectively coded project in Schedules (1) to (7), inclusive, of Items 2665-304-0890, 2665-305-0890, and 2665-305-6043, and Schedules (8) to (10), inclusive, of Item 2665-305-6043. For a given project, funds appropriated in this item may be transferred to the same project in Items 2665-305-6043. These transfers shall require the prior approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.
4. Notwithstanding any other provision of law, the project in Schedule (11) of this item shall be the same as Schedule (11) of Item 2665-305-6043 and Schedule (8) of Items 2665-304-0890 and 2665-305-0890. Funds appropriated in Schedule (11) of this item may be transferred to the same schedule in Item 2665-305-6043 upon approval of

the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.

SEC. 6. Item 2665-305-0890 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-305-0890--For capital outlay, High-Speed Rail Authority, payable from the Federal Trust Fund ..... 20,044,000

Schedule:

- (1) 20.15.010-San Francisco to San Jose--Design..... 74,000
- (3) 20.30.010-Merced to Fresno--Design..... 4,987,000
- (4) 20.40.010-Fresno to Bakersfield--Design... 8,246,000
- (5) 20.45.010-Bakersfield to Palmdale--Design... 195,000
- (6) 20.50.010-Palmdale to Los Angeles--Design... 0
- (7) 20.60.010-Los Angeles to Anaheim--Design.... 0
- (8) 20.99.010-Project Management and Agency Costs--Design..... 6,542,000

Provisions:

- 1. The projects identified in this item may be managed by the High-Speed Rail Authority.
- 2. The projects identified in this item are subject to review by the State Public Works Board.
- 3. Notwithstanding any other provision of law, each project in Schedules (1) to (7), inclusive, of this item shall be the same as the respectively coded project in Schedules (1) to (7), inclusive, of Items 2665-304-0890, 2665-304-6043, and 2665-305-6043. For a given project, funds appropriated in this item may be transferred to the same project in Item 2665-304-0890. These transfers shall require the prior approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.
- 4. Notwithstanding any other provision of law, the project in

Schedule (8) of this item shall be the same as Schedule (8) of Item 2665-304-0890 and Schedule (11) of Items 2665-304-6043 and 2665-305-6043. Funds appropriated in Schedule (8) of this item may be transferred to the same schedule in Item 2665-304-0890 upon approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made in respect to this provision.

SEC. 7. Item 2665-305-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-305-6043--For capital outlay, High-Speed Rail Authority, payable from the High-Speed Passenger Train Bond Fund..... 80,106,000

Schedule:

(1)	20.15.010-San Francisco to San Jose--Design.....	74,000
(3)	20.30.010-Merced to Fresno--Design.....	4,987,000
(4)	20.40.010-Fresno to Bakersfield--Design.	8,246,000
(5)	20.45.010-Bakersfield to Palmdale--Design....	195,000
(6)	20.50.010-Palmdale to Los Angeles--Design.....	0
(7)	20.60.010-Los Angeles to Anaheim--Design.....	0
(8)	20.70.010-Los Angeles to San Diego--Design.....	19,068,000
(9)	20.80.010-Merced to Sacramento--Design..	24,176,000
(10)	20.90.010-Altamont Pass--Design.....	16,055,000
(11)	20.99.010-Project Management and Agency Costs--Design.....	7,305,000

Provisions:

1. The projects identified in this item may be managed by the High-Speed Rail Authority.
2. The projects identified in this item are subject to review by the State Public Works Board.
3. Notwithstanding any other provision of law, each project in Schedules (1) to (10),

inclusive, of this item shall be the same as the respectively coded project in Schedules (1) to (7), inclusive, of Items 2665-304-0890, 2665-304-6043, and 2665-305-0890, and Schedules (8) to (10), inclusive, of Item 2665-304-6043. For a given project, funds appropriated in this item may be transferred to the same project in Item 2665-304-6043. These transfers shall require the prior approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.

4. Notwithstanding any other provision of law, the project in Schedule (11) of this item shall be the same as Schedule (11) of Item 2665-304-6043 and Schedule (8) of Items 2665-304-0890 and 2665-305-0890. Funds appropriated in Schedule (11) of this item may be transferred to the same schedule in Item 2665-304-6043 upon approval of the Department of Finance. The Department of Finance shall report annually on May 1 to the Joint Legislative Budget Committee a summary of any transfers that have been made pursuant to this provision.

SEC. 8. Item 2665-306-0890 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-306-0890--For capital outlay, High-Speed Rail Authority, payable from the Federal Trust Fund ..... 3,240,676,000

Schedule:

- (1) 20.01.010-Initial Operating Segment, Section 1--Acquisition and Build..... 3,240,676,000  
0

Provisions:

1. The project identified in this item may be managed by the High-Speed Rail Authority.
2. The expenditure of funds appropriated in this item are governed by Section 13332.19 of the Government Code. The project

identified in this item is subject to review and oversight by the State Public Works Board. The project may be implemented using several design-build contracts, each of which will have its own set of performance criteria or performance criteria and concept drawings. Funds appropriated for the build portion of this project may only be expended after the Department of Finance and the State Public Works Board have approved performance criteria or performance criteria and concept drawings for the design-build contract. These approvals may be provided for each design-build contract, from time to time, and build funds associated with that design-build contract may be expended at that time.

3. Notwithstanding Section 1.80, the appropriation made in this item is available for encumbrance until June 30, 2018.
4. Provisions 4 to 11, inclusive, of Item 2665-306-6043 shall also apply to this item.
5. The funds appropriated in this item shall only be made available for expenditure upon the enactment of an appropriation of \$106,000,000 in Item 2660-304-6043, an appropriation of \$713,333,000 in Item 2660-104-6043 for "'Connectivity'" funding, and an appropriation of \$1,100,000,000 in Item 2665-104-6043 for "'Bookend'" funding, as articulated in the 2012 High-Speed Rail Authority Final Business Plan.

SEC. 9. Item 2665-306-6043 is added to Section 2.00 of the Budget Act of 2012, to read:

2665-306-6043--For capital outlay, High-Speed Rail Authority, payable from the High-Speed Passenger Train Bond Fund ..... 2,609,076,000

Schedule:

- (1) 20.01.010-Initial Operating Segment, Section 1--Acquisition and Build..... 2,609,076,000

Provisions:

1. The project identified in this

item may be managed by the High-Speed Rail Authority.

2. The expenditure of funds appropriated in this item are governed by Section 13332.19 of the Government Code. The project identified in this item is subject to review and oversight by the State Public Works Board. The project may be implemented using several design-build contracts, each of which will have its own set of performance criteria or performance criteria and concept drawings. Funds appropriated for the build portion of this project may only be expended after the Department of Finance and the State Public Works Board have approved performance criteria or performance criteria and concept drawings for the design-build contract. These approvals may be provided for each design-build contract, from time to time, and build funds associated with that design-build contract may be expended at that time.
3. Notwithstanding Section 1.80, the appropriation made in this item

is available for encumbrance until June 30, 2018.

4. On or before March 1 and November 15 of each year for which funding appropriated in this item is encumbered, the High-Speed Rail Authority shall provide a Project Update Report approved, as consistent with the criteria in this provision, by the Secretary of Business, Transportation and Housing to the budget committees and the appropriate policy committees of both houses of the Legislature on the development and implementation of intercity high-speed train service pursuant to Section 185030 of the Public Utilities Code. The report, at a minimum, shall include a programwide summary, as well as details by project segment, with all information necessary to clearly describe the status of the project, including, but not limited to, all of the following:
  - (a) A summary describing the

- overall progress of the project.
- (b) The baseline budget for all project phase costs, by segment or contract, beginning with the California High-Speed Rail Program Revised 2012 Business Plan.
  - (c) The current and projected budget, by segment or contract, for all project phase costs.
  - (d) Expenditures to date, by segment or contract, for all project phase costs.
  - (e) A comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan.
  - (f) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
  - (g) Any issues identified during the prior year and actions taken to address those issues.
  - (h) A thorough discussion of various risks to the project and steps taken to mitigate those risks.
5. (a) With respect to contracts scheduled to be awarded in December 2012 to commence construction of the first construction segment of the initial operating section of the high-speed rail system, as described in the California High-Speed Rail Program Revised 2012 Business Plan adopted by the authority on April 12, 2012 (revised business plan), the authority shall submit the following reports approved, as consistent with the criteria in this provision, by the Secretary of Business, Transportation and Housing to the Senate Committee on Transportation and Housing, the Assembly Committee on Transportation, and the

Senate and Assembly  
committees on budget:

- (1) By October 1, 2012,  
prior to awarding a  
contract to  
commence  
construction of the  
first construction  
segment or  
committing funds  
for the contract,  
and prior to  
advertising  
contracts to be  
awarded for the  
first construction  
segment in  
September 2013 and  
October 2013, a  
comprehensive staff  
management report  
that includes:
  - (i) An organizational  
chart for the  
authority, detailed  
description of each  
executive manager's  
function and  
responsibilities,  
summary of staffing  
changes in the  
preceding year, a  
strategy for  
filling vacancies  
and the recruitment  
and staffing plans  
for the 2012-13  
fiscal year.
  - (ii) The management  
approach, including  
number, skill  
level, position,  
and hiring and  
retention plan of  
staff and outside  
consultants  
required to  
adequately oversee  
each of the planned  
construction  
contracts funded in  
this act.
  - (iii) Proposed steps and  
procedures that  
will be employed to  
ensure adequate  
oversight and  
management of  
contractors  
involved in the

- construction contracts funded in this act.
- (iv) Procedures to detect and prevent contract splitting.
  - (2) Prior to awarding a contract to commence construction of the first construction segment, a report certifying that the amount awarded under the contract is within the budgeted funding and is consistent with the completion schedule deadlines set by the federal Department of Transportation.
- (b) Each of the reports required pursuant to subdivision (a) for the contracts described in that subdivision shall also be required with respect to the contract scheduled to be awarded in March 2017. The authority shall submit the reports for those contracts no later than 60 days prior to advertising for bids on each contract.
7. Sixty days prior to awarding the contracts scheduled to be awarded in December 2012 to commence construction of the first construction segment of the initial operating section, the High-Speed Rail Authority shall fill the positions of chief executive officer, risk manager, chief program manager, and chief financial officer and report those hiring to the Joint Legislative Budget Committee.
8. Prior to awarding the contracts scheduled to be awarded in December 2012 to commence construction of the first construction segment of the initial operating section, the High-Speed Rail Authority shall prepare and submit a report approved, as consistent with the criteria in this provision, by the Secretary of Business,

Transportation and Housing to the Senate Committee on Transportation and Housing, the Assembly Committee on Transportation, and the Senate and Assembly committees on budget detailing elements of risk in the high-speed rail project, including all of the following:

- (a) A comprehensive risk management plan that defines roles and responsibilities for risk management and addresses the process by which the authority will identify and quantify project risks, implement and track risk response activities, and monitor and control risks throughout the duration of each project.
  - (b) Quantification of the effect of identified risks in financial terms.
  - (c) Development documents to track identified risks and related mitigation steps.
  - (d) Plans for regularly updating its estimates of capital and support costs.
  - (e) Plans for regularly reassessing its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes.
  - (f) Plans for regularly integrating estimates for capital, support costs, and contingency reserves in required reports.
9. The High-Speed Rail Authority shall, as part of its January 1, 2014, Business Plan, include: a proposed approach for improving (a) demand projections, (b) operations and maintenance cost models, and (c) benefit-cost analysis as applied to future project decisions. The authority shall also submit a copy of the study by the Union Internationale des Chemins de Fer (the international union of railways) examining how the authority's estimated operating costs for high-speed rail compare to high-

speed rail systems in other countries. These business plan components approved, as consistent with the criteria in this provision, by the Secretary of Business, Transportation and Housing shall be based on recommendations of the authority's peer review panel, advice from the domestic and international rail community, and external academic review.

10. On or before June 30, 2013, the High-Speed Rail Authority shall prepare and submit a report approved, as consistent with the criteria in this provision, by the Secretary of Business, Transportation and Housing that provides an analysis of the net impact of the high-speed rail program on the state's greenhouse gas emissions. The report shall be submitted to the Senate Committee on Transportation and Housing, the Assembly Committee on Transportation, and the Senate and Assembly committees on budget.
11. Within 10 days of executing a valid memorandum of understanding (MOU) with regional transportation agencies relative to the Northern California Unified Service, the High-Speed Rail Authority shall make a copy of the MOU available to the Senate Committee on Transportation and Housing, the Assembly Committee on Transportation, and the Senate and Assembly committees on budget.
12. The safeguards and oversight rules and processes of Sections 13332.11 or 13332.19 of the Government Code, as appropriate, shall apply to the High-Speed Rail Authority.
13. The funds appropriated in this item shall only be made available for expenditure upon the enactment of an appropriation of \$106,000,000 in Item 2660-304-6043, an appropriation of \$713,333,000 in Item 2660-104-6043 for "'Connectivity'" funding, and an appropriation of \$1,100,000,000 in Item 2665-104-6043 for "'Bookend'" funding, as articulated in the 2012 High-Speed Rail Authority Final

Business Plan.

SEC. 10. This act is a Budget Bill within the meaning of subdivision (e) of Section 12 of Article IV of the California Constitution and shall take effect immediately.

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**Appendix C**  
**2013 Memorandum of**  
**Understanding (MOU)**

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## AGREEMENT

THIS AGREEMENT is entered into as of this 1<sup>ST</sup> day of May, 2013 by and between the California High Speed Rail Authority (hereinafter referred to as "CHSRA") and the Peninsula Corridor Joint Powers Board (hereinafter referred to as "PCJPB").

## RECITALS

WHEREAS, in January, 2004, the CHSRA and the PCJPB entered into a Memorandum of Understanding (the "2004 MOU"), the purpose of which was to establish a framework for future cooperation between the two agencies relative to the proposed development of a high speed train system for California that would share the rail corridor between the City of San Jose and the City and County of San Francisco owned by the PCJPB ("Peninsula Rail Corridor"); and

WHEREAS, in April, 2009, the CHSRA and the PCJPB entered into a new agreement, the purpose of which was to establish an initial organizational framework whereby CHSRA and PCJPB would engage as partners in the planning, design and construction of improvements along the Peninsula Rail Corridor to accommodate and serve the respective interests of the two organizations ("the 2009 Agreement"); and

WHEREAS, in November 2009, the 2009 Agreement was amended which, among other things, established a 50-50 financial cost sharing arrangement between the parties to cover costs incurred in connection with carrying out the purposes of said Agreement; and

WHEREAS, in April, 2012, the CHSRA adopted a Revised Business Plan which enunciated a new approach to the future development of a high speed rail system along the Peninsula Rail Corridor; and

WHEREAS, more specifically, the Revised Business Plan establishes a policy to develop the high speed rail system utilizing a blended system approach that will coordinate the development and operation of high speed trains within the existing PCJPB commuter rail system, based on the premise that the blended system will remain substantially within the existing PCJPB right-of-way and will accommodate future high-speed rail and modernized PCJPB commuter rail service by primarily utilizing the existing track configuration in the Peninsula Rail Corridor (the "Blended System"); and

WHEREAS, the PCJPB is supportive of a program of investments in its Peninsula Rail Corridor that will serve to upgrade its existing commuter rail system while concurrently preparing for future high-speed trains provided it is limited to infrastructure necessary to support the Blended System consisting of primarily a two-track system substantially within the existing PCJPB right-of-way shared by both PCJPB commuter trains and CHSRA trains, as well as other passenger and freight services; and

WHEREAS, the PCJPB is committed to respecting the interests of the communities through which the Blended System will be constructed by encouraging design of the Blended System in a manner that will avoid adverse impacts wherever feasible, including those associated with aerial/underground options or options that involve construction of facilities substantially outside of the PCJPB existing right-of-way; and

WHEREAS, during the spring of 2012, the CHSRA and the PCJPB, together with the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, the Santa Clara Valley Transportation Authority, the City of San Jose, the City and County of San Francisco, the San Mateo County Transportation Authority and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference; and

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) Corridor Electrification and associated rolling stock acquisition, and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project and hereinafter referred to as CBOSS, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects"); and

WHEREAS, as a result of and based upon the aforementioned series of actions that support implementation of future high speed rail service in the Peninsula Rail Corridor predicated upon the Blended System, CHSRA and PCJPB have concluded that it is timely, and in the public's interest, to terminate the 2004 MOU and 2009 Agreement and to enter into a new agreement covering project planning and development focused exclusively upon and confined to the Blended System.

NOW, THEREFORE, in consideration of the foregoing the parties hereby agree as follows:

**1. TERMINATION OF THE 2004 MOU AND 2009 AGREEMENT**

The parties agree that the 2004 MOU and 2009 Agreement, as amended, hereby are terminated and the provisions contained therein are of no further force or effect.

**2. PURPOSE OF AGREEMENT**

The purpose of this agreement is to establish a new partnership between the parties for the planning, environmental review, design and ultimate construction of improvements in the Peninsula Rail Corridor that will accommodate and serve both PCJPB commuter rail service and CHSRA high speed rail service predicated upon the Blended System as defined in the CHSRA 2012 amended Business Plan and in the above referenced 2012 Nine-Party MOU.

**3. PARTNERSHIP PRINCIPLES**

A. The following Partnership Principles that were fundamental to the understandings reached between the parties and embedded in the 2009 Agreement hereby are reiterated and reconfirmed in the context of the Blended System:

1. It is recognized that development of the Blended System will have to take place while PCJPB commuter rail service remains operational. The customers of the PCJPB must continue to be served throughout the Blended System construction program. It is further recognized that certain improvements in the Peninsula Rail Corridor, most notably the Early Investment Projects consisting of Corridor Electrification and construction of CBOSS, will be required first in order to facilitate construction of the Blended System and to minimize service disruptions in the operation of the PCJPB commuter rail service, the commuter rail services of ACE, the intercity rail services of Capitol Corridor and freight operations during the Blended System construction program.

2. The Blended System must be designed, constructed and operated in a manner fully consistent with the operational requirements of the PCJPB commuter rail system and with consideration of the interests of the cities served by said system through which the high speed rail Blended System will be constructed and operated, as well as other community partners and stakeholders.

3. The parties recognize the investments already made by the PCJPB, including the intrinsic value of the Peninsula Rail Corridor owned by the PCJPB and expenditures made to acquire and improve it, as well as those to be made in the future by the PCJPB in pursuit of Corridor Electrification, CBOSS and other rail improvement projects. The parties further recognize that the existing right of way and existing improvements are owned solely by the PCJPB and that the Early Investment Project improvements will be owned by the PCJPB. Ownership of future improvements and associated additional right-of-way required to implement the Blended System will be the subject of a future agreement between the parties. It is understood that it will be necessary for the parties to negotiate one or more agreements at a future date to facilitate construction and shared use of the Peninsula Rail Corridor by CHSRA in order to implement and operate the Blended System.

B. In addition to the foregoing, the parties agree to the following new and additional Principles:

1. As stipulated in the 2012 Nine-Party MOU, the parties will jointly support and pursue the implementation of a statewide high-speed rail system predicated upon the Blended System, it being recognized that the Blended System will support and benefit operation of both PCJPB's commuter rail system and CHSRA's high-speed train service.

2. Implementation of Corridor Electrification together with associated rolling stock acquisition and construction of CBOSS constitute essential early investment projects in the Peninsula Rail Corridor that will have independent utility while at the same time will be of tangible benefit to future development and operation of the Blended System.

3. As stated in PCJPB Resolution No. 2012-018, adopted on May 3, 2012 which approved execution of the 2012 Nine-Party MOU and the Early Investment Projects strategy contained therein:

a The PCJPB, as the owner of the Peninsula Rail Corridor and operator of the commuter rail system thereon, will implement the Early Investment Projects; and

b The Early Investment Projects will be planned, designed and constructed in a way that respects community partners and stakeholders.

The foregoing Principles contained in Sections 3(A) and 3(B) shall govern the actions of the parties henceforth relative to the planning, design and construction of the Early Investment Projects and ultimately the Blended System.

**4. ACTION PLAN**

The initial series of actions to be pursued in concert by the parties will be to work toward the implementation of the Early Investment Projects strategy as previously agreed in the 2012 Nine-Party MOU. Toward that end, the parties agree to undertake the following specific actions:

A. CHSRA will reflect this Agreement and the 2012 Nine-Party MOU in its Business Plan at the earliest possible date;

B. The parties will work cooperatively and collaboratively to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds appropriated by the California Legislature pursuant to Chapter 152 of the Budget Act of 2012 (Senate bill No. 129) and consistent with the funding plan contained in the 2012 Nine-Party MOU to enable the Corridor Electrification and CBOSS projects to proceed to their respective next stages of development;

C. Having already environmentally cleared and initiated construction of the CBOSS project, PCJPB shall continue to serve as lead agency responsible for final completion and delivery of that component of the early investment program;

D. PCJPB shall continue to serve as lead agency for all aspects of the Corridor Electrification project, including environmentally clearing the project and subsequently arranging for its design, construction and implementation. PCJPB intends to use its best efforts to ensure delivery of the Corridor Electrification and CBOSS projects on an expedited basis and with a target final completion date no later than 2019 and CHSRA will provide such assistance as may be reasonably necessary to facilitate funding, environmental certification and project delivery by that target date;

E. The parties will establish an organizational framework for the administration and management of their ongoing relationship to achieve the purposes of this Agreement. The organizational framework will incorporate protocols and procedures for approval by both parties of the Early Investment Projects and Blended System designs. In addition to identifying their respective project team members and roles, the organizational framework will formalize a detailed financial plan incorporating financial systems and procedures required to implement continued cost sharing arrangements applicable to administration and management of the early investment program;

F. The parties will develop construction and implementation plans designed to preserve freight service in the Peninsula Rail Corridor;

G. The parties will work together to assure compliance with all applicable statutory and regulatory reporting requirements and deadlines established by funding agencies;

H. From a longer term perspective, CHSRA shall continue to serve as lead agency for environmental clearance of the high speed rail Blended System project, it being understood that PCJPB will continue to act independently to support the interests and concerns of the communities along the Peninsula Rail Corridor throughout the environmental, planning, design and construction phases with a specific focus on, among other things, the location of passing tracks and any storage or maintenance facility within or along the Peninsula Rail Corridor that may be determined to be necessary to support the Blended System, grade separations supported by cities in which they will be constructed, and station improvements and associated land use compatibility considerations. Additionally, the parties will address and mutually agree upon the most effective project design and construction mechanism to be deployed, including oversight responsibility; and

I. The parties recognize and acknowledge that over time it will be necessary to formalize supplements to this agreement to address a variety of issues pertinent to future shared use of the Peninsula Rail Corridor including, but not limited to, (1) construction windows and protocols intended to safely construct Blended System improvements while facilitating on-going commuter rail, intercity rail and freight operations, and (2) maximization of system interoperability associated with rail system scheduling, dispatching, passenger boarding, and maintenance of facilities.

**5. EFFECT OF AGREEMENT ON OTHER PCJPB RAIL CORRIDOR-RELATED PROJECTS**

Nothing contained in this agreement is intended to preclude the advancement of locally-supported plans or project improvements along the PCJPB rail corridor that are consistent with the Early Investment Projects and the Blended System project.

**6. EFFECTIVE DATE AND TERMINATION**

This agreement shall be effective upon execution by both parties and shall continue in effect until and unless terminated by both parties through mutual agreement or upon 180 days' written notice delivered by the party seeking to terminate the agreement to the other party.

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IN WITNESS WHEREOF, CHSRA and PCJPB have executed this Agreement on the day and year first above written.

California High Speed Rail Authority

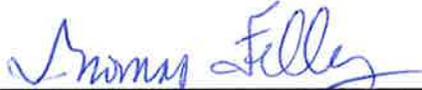
Peninsula Corridor Joint Powers Board

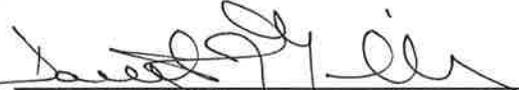
BY:   
Jeff Morales  
Chief Executive Officer

BY:   
Michael J. Scanlon  
Executive Director

Approved as to Form:

Approved as to Form:

  
Thomas Fellenz, Chief Counsel

  
David J. Miller, Legal Counsel

# MEMORANDUM OF UNDERSTANDING (MOU)

## HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)  
METROPOLITAN TRANSPORTATION COMMISSION (MTC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)  
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
CITY OF SAN JOSE  
CITY AND COUNTY OF SAN FRANCISCO  
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

## Recitals

**Whereas**, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

**Whereas**, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

**Whereas**, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

**Whereas**, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

**Whereas**, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

**Whereas**, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

**Whereas**, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

**Whereas**, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

**Whereas**, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

**Whereas**, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

**Whereas**, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

**Whereas**, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

**Whereas**, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

**Whereas**, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall take steps to notify each other as needed in a timely manner.

## FUNDING PLAN

### Program Costs and Proposed Funding for Peninsula Corridor Projects: Electrification and Advance Signal System

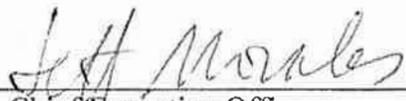
<b>Program Costs</b> <i>(in \$ millions, year of expenditure)</i>	
Advance Signal System / Positive Train Control (PTC)	\$231
Electrification and Electric Multiple Units (EMUs)	\$1,225
<b>Total</b>	<b>\$1,456</b>

<b>Program Funding</b> <i>(in \$ millions)</i>	
<b>Source</b>	<b>Amount</b>
JPB Contributions	\$180
JPB Local - Currently Available	\$11
Caltrain PTC	\$4
<b>Subtotal Local</b>	<b>\$195</b>
Prop 1A Connectivity	\$106
Prop 1A High Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
<b>Subtotal State</b>	<b>\$730</b>
Federal RR Admin. for PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
<b>Subtotal Federal</b>	<b>\$500</b>
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer	\$20
<b>Subtotal Regional</b>	<b>\$31</b>
<b>Total</b>	<b>\$1,456</b>

**Funding Plan Notes:**

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2<sup>nd</sup> priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

  
\_\_\_\_\_  
Jeff Morales, Chief Executive Officer  
California High Speed Rail Authority

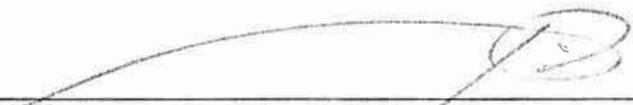
Date: 9/18/2012

  
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Steve Heminger, Executive Director  
Metropolitan Transportation Commission

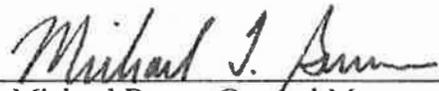
Date: 9/18/2012

  
\_\_\_\_\_  
Michael J. Scanlon, Executive Director  
Peninsula Corridor Joint Powers Board and  
San Mateo County Transportation Authority

Date: 9/21/2012

  
\_\_\_\_\_  
Jose Luis Moscovich, Executive Director  
San Francisco County Transportation Authority

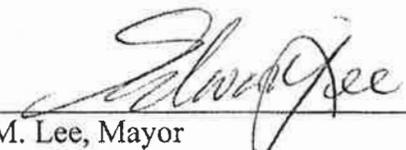
Date: 10/15/12

  
\_\_\_\_\_  
Michael Burns, General Manager  
Santa Clara Valley Transportation Authority

Date: 11/29/12

  
\_\_\_\_\_  
Debra Figone, City Manager  
City of San Jose

Date: 12/12/12

  
\_\_\_\_\_  
Edwin M. Lee, Mayor  
City and County of San Francisco

Date: 1/15/13

  
\_\_\_\_\_  
Maria Ayerdi-Kaplan, Executive Director  
Transbay Joint Powers Authority

Date: 1/25/13

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**Appendix D**  
**Draft San Francisco to San Jose**  
**Project Section Scoping Report**  
**(2009) Web Location**

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## San Francisco to San Jose EIR/EIS Scoping Report (2009)

The San Francisco to San Jose EIR/EIS Scoping Report (2009) is available on the Authority's website ([www.hsr.ca.gov](http://www.hsr.ca.gov)).

For direct access, the report and appendices are available at:

[http://www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

### DOCUMENTS & REPORTS

#### Supplemental Alternative Analysis (SAA)

#### Preliminary Alternatives Analysis (AA)

#### Scoping

- San Francisco to San Jose: Public Scoping Meeting Press Release
- San Francisco to San Jose: Meeting Notice
- San Francisco to San Jose: EIR/EIS Fact Sheet
- San Francisco to San Jose: Meeting Agenda
- San Francisco to San Jose: Scoping Meetings Presentation January 22-29, 2009
- San Francisco to San Jose: Comment Card
- San Francisco to San Jose: Draft Scoping Report
- San Francisco to San Jose: Appendix A - NOP
- San Francisco to San Jose: Appendix B - NOI
- San Francisco to San Jose: Appendix C - Scoping Meeting Announcement
- San Francisco to San Jose: Appendix D - Scoping Distribution Lists
- San Francisco to San Jose: Appendix E - Newspaper Notices, Media Advisory
- San Francisco to San Jose: Appendix F - Attendance Lists
- San Francisco to San Jose: Appendix G - Handouts, Presentation
- San Francisco to San Jose: Appendix H - Comment Source and Index
- San Francisco to San Jose: Appendix I
- San Francisco to San Jose: Appendix I-1
- San Francisco to San Jose: Appendix I-2
- San Francisco to San Jose: Appendix I-3
- San Francisco to San Jose: Appendix I-4
- San Francisco to San Jose: Appendix J-1
- San Francisco to San Jose: Appendix J-2
- San Francisco to San Jose: Appendix J-3
- San Francisco to San Jose: Appendix J-4
- San Francisco to San Jose: Appendix K
- San Francisco to San Jose: Appendix K-1
- San Francisco to San Jose: Appendix K-2
- San Francisco to San Jose: Appendix K-3
- San Francisco to San Jose: Appendix K-4
- San Francisco to San Jose: Appendix L - Verbal Comments
- San Francisco to San Jose: Appendix M - Photos
- San Francisco to San Jose: Appendix N - Display Boards
- San Francisco to San Jose: Appendix O - Announcements
- San Francisco to San Jose: Appendix P - Distribution Lists
- San Francisco to San Jose: Appendix Q - Attendance Lists
- San Francisco to San Jose: Appendix R - Handouts, Presentation
- San Francisco to San Jose: Appendix S - Media Advisory
- San Francisco to San Jose: Appendix T - Photos

#### Notice of Intent / Notice of Preparation

#### Public Outreach Materials

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**Appendix E**  
**Notice of Preparation (NOP) and**  
**Distribution List**

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**NOTICE OF PREPARATION**

**FROM:** Mark A. McLoughlin  
Director of Environmental Services  
California High-Speed Rail Authority  
770 L Street, Suite 1160  
Sacramento, CA 95814

**SUBJECT:** Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail System, San Francisco to San Jose Project Section, Blended System Project

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Rail (HSR) system, is rescinding the Notice of Preparation (NOP) for the San Francisco to San Jose Project Section published in December, 2008, and will jointly prepare an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section (Figure 1) of the California HSR System, Blended System Project, in compliance with CEQA and the National Environmental Policy Act (NEPA). The Authority is now issuing this new NOP to inform stakeholders (members of the public; Tribes; federal, state and local agencies; organizations, and other parties) about the Blended System Project and solicit their input on the scope of the EIR. The preparation of the San Francisco to San Jose Project Section EIR/EIS for the blended system will involve a scoping and public outreach process; development of preliminary engineering designs; and assessment of environmental effects associated with the construction, operation, and maintenance of the HSR system, including track, ancillary facilities, and stations, along the Caltrain corridor from San Francisco to San Jose.

The Authority and Federal Railroad Administration (FRA) will hold scoping meetings and outreach activities as part of the CEQA/NEPA process.<sup>1</sup> FRA is the federal lead agency for NEPA and will publish a Notice of Intent (NOI) in the Federal Register, announcing that FRA is rescinding its 2008 NOI and issuing a new NOI to initiate the federal environmental review process for the San Francisco to San Jose Project Section of the California HSR System, Blended System Project.

**Background**

In December 2008, the Authority and FRA, respectively, issued an NOP (SCH No. 2008122079) and NOI for preparing an EIR/EIS for the San Francisco to San Jose Project Section of the proposed California HSR System. In 2009, the Authority and FRA completed project scoping and made publicly available alternatives screening documents for the rail corridor that were based on an entirely grade separated four-track system between San Francisco and San Jose in which HSR would share tracks with Caltrain express commuter trains. This proposal generated concerns from communities along the Caltrain rail corridor because of the perceived magnitude of impacts to environmental and community resources. In response to these concerns, the Authority suspended further work on the EIR/EIS in mid-2011 so that it could consider the potential to blend HSR and Caltrain operations within a smaller project footprint (Authority 2011). In November 2011, the Authority proposed blended operations for the San Francisco to San Jose Project Section, which would provide HSR service between the two cities without requiring a four-track system.

In April 2012, the *California High-Speed Rail Program Revised 2012 Business Plan* (Authority 2012) described the proposed blended system as primarily a two-track system that would be

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<sup>1</sup> The Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commerce Commission Termination Act of 1995, including any preemptive effect that Act may have on CEQA as to this proposed project.

shared by Caltrain and HSR service, and other current passenger and freight rail tenants. The 2012 Business Plan explained that the blended approach would significantly reduce community impacts as compared to the fully grade-separated four track system and be more cost effective, and therefore concluded that as allowed by law, the HSR project to be studied in the San Francisco to San Jose Project Section EIR/EIS would be the Blended System Project. Other actions establishing the framework for blended operations along the Caltrain corridor included adoption of the *Metropolitan Transportation Commission (MTC) Resolution No. 4056 Memorandum of Understanding*<sup>2</sup> (MTC 2012), and passage of Senate Bills 1029<sup>3</sup> and 557.<sup>4</sup>

## Public Meetings

Written comments on the scope of the San Francisco to San Jose Project Section EIR/EIS should be provided to the Authority by June 10, 2016. Public scoping meetings are scheduled from May 23, 2016 to May 25, 2016. The scoping meetings will be held from 5:00 pm to 8:00 pm at the following locations:

- **San Francisco: Monday, May 23**  
UCSF Mission Bay  
11500 Owens Street  
San Francisco, CA 94158
- **San Mateo: Tuesday, May 24**  
San Mateo Marriott  
1770 S. Amphlett Boulevard  
San Mateo, CA 94402
- **Mountain View: Wednesday, May 25**  
SFV Lodge  
361 Villa Street  
Mountain View, CA 94041

## Comments

Written comments on the scope of the EIR/EIS should be sent to Mr. Mark McLoughlin, Director of Environmental Services, Attention: San Francisco to San Jose Section EIR/EIS, California High-Speed Rail Authority, 100 Paseo de San Antonio, San Jose, CA 95113, or via email with subject line "San Francisco to San Jose Section EIR/EIS" to: [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov). Comments may also be provided orally or in writing at the scoping meetings.

## For Further Information Contact

Mr. Guy Preston, PE, Regional Delivery Manager, California High Speed Rail Authority, 100 Paseo de San Antonio, San Jose, CA 95113. Telephone: (408) 277-1091, email: [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov).

## Supplementary Information

The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR system that is fully coordinated with

<sup>2</sup> The Authority and eight other San Francisco Bay Area agencies (Peninsula Corridor Joint Powers Board, City and County of San Francisco, San Francisco County Transportation Authority, Transbay Joint Powers Authority, San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority, City of San Jose, and MTC) approved MTC Resolution No. 4056 Memorandum of Understanding in March 2012.

<sup>3</sup> Senate Bill 1029, approved July 2012, amended the Budget Act of 2012 to appropriate funds for HSR projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the Authority's 2012 Business Plan, and MTC Resolution No. 4056.

<sup>4</sup> Senate Bill 557 was passed by the Legislature and signed by the Governor in 2013. It provides that any bond funds appropriated pursuant to Senate Bill 1029 shall be used solely to implement a blended system and that any track expansion beyond the blended system approach would require the approval of all nine parties to the MTC Resolution No. 4056.

other public transportation services. In 2005, the Authority and FRA completed the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed California High-Speed Train System* (Authority and FRA 2005) as the first phase of a tiered environmental review process. The Statewide Program EIR/EIS (Authority and FRA 2005) analyzed a No Project/No Action Alternative, a Modal Alternative involving expanding freeways, airports, and conventional rail systems, and a HSR alternative using electric propulsion and steel-wheel-on-steel-rail vehicles capable of operating speeds of 220 mph on fully grade separated rail alignments with state-of-the-art safety, signaling, and communication systems. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR system, and FRA issued a Record of Decision under NEPA on the Statewide Program EIS.

In approving the Statewide Program EIR/EIS (Authority and FRA 2005), the Authority and FRA selected the HSR Alternative for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south, selected certain corridors/general alignments and general station locations for further study, committed to mitigation strategies and design practices, and specified further measures to guide the development of the HSR system at the site-specific project level of environmental review to avoid and minimize potential significant environmental impacts. The two agencies did not select corridors or station locations between the Bay Area and the Central Valley in 2005, however, but decided to prepare a second program EIR/EIS focused on this area.

In 2008, the Authority and FRA completed the *Final Bay Area to Central Valley High-Speed Train Program EIR/EIS* (Authority and FRA 2008), that further evaluated alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HSR system. The Authority and FRA selected the Pacheco Pass–San Francisco and San Jose termini network alternative, with preferred corridor alignments and station location options. The selected alignment uses the Caltrain rail right-of-way between San Francisco and San Jose along the San Francisco Peninsula, and the Pacheco Pass via Henry Miller Road, between San Jose and the Central Valley. Due to litigation, the Authority revised and recirculated its Bay Area to Central Valley Program EIR twice, eventually certifying the Partially Revised Final Program EIR in 2012 and approving the Pacheco Pass network alternative. Figure 2 identifies the statewide high-speed rail system.

The San Francisco to San Jose Project Section EIR/EIS will tier from and build upon the previous work prepared for, and incorporated in the Statewide Program EIR/EIS (Authority and FRA 2005), Bay Area to Central Valley Program EIR/EIS (Authority and FRA 2008), and Partially Revised Program EIR (Authority 2012) in accordance with Council on Environmental Quality regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). The preparation of the San Francisco to San Jose Project Section EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HSR system in this project section.

The San Francisco to San Jose Project Section EIR/EIS will describe the Blended System Project in detail (see also below); identify site-specific environmental impacts from construction, operation, and maintenance of the Blended System Project; identify specific mitigation measures to address those impacts; and incorporate appropriate design practices to avoid and minimize potential significant environmental impacts. The site characteristics, size, nature, and timing of the proposed project will be described as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided, minimized, or mitigated. Information and documents regarding this HSR environmental review process will be made available through the Authority's Internet site: <http://www.hsr.ca.gov>.

In addition to the CEQA and NEPA process, the Authority is required by law to publish a Business Plan, updated every two years, that includes a description of service type, chronology of statewide construction, estimate of capital costs per section, operating and maintenance costs,

environmental review schedule, and discussion of public and private funding availability. The 2016 Business Plan, released in February 2016 and adopted on April 28, 2016, describes phased implementation of the statewide HSR system. The 2016 Business Plan prioritizes construction between San Jose and the Central Valley, but also emphasizes the importance of extending HSR service from San Francisco to San Jose as soon as possible.

## **Alternatives**

The San Francisco to San Jose Project Section EIR/EIS will consider a No Action or No Project Alternative and one or more HSR Alternatives for the Blended System Project. The San Francisco to San Jose Project Section of the HSR system would connect to the San Jose to Merced Section at Diridon Station, which would extend HSR service from the San Francisco Bay Area to the Central Valley and Southern California.

**No Project Alternative:** The No Project Alternative (No Action or No Build) represents conditions in the San Francisco to San Jose corridor as they exist in 2016 and as they would exist in future years based on projected growth, programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through the implementation of Phase 1 operations in 2029, and a future year of operation in 2040, taking into account the following sources of information: the State Transportation Improvement Program, regional transportation plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

**HSR Blended System Alternative(s):** The Blended System Project follows the Caltrain right-of-way from San Francisco to San Jose. It would utilize existing and in-progress infrastructure developed by Caltrain for its electrification project, but require additional construction above and beyond electrification. The Blended System Project is anticipated to include the following, subject to continued planning and engineering following the scoping/outreach process:

### New and/or Upgraded Infrastructure

- Track improvements to support higher speeds, including upgrades of tracks, trackbeds, ties, interlockings, and curve straightening
- At least one set of passing tracks, with potential alternative locations for additional passing tracks
- One terminal storage maintenance facility, with potential alternative locations
- Improvements to existing bridges necessary to accommodate mixed traffic
- Potential grade separations necessary to support blended operations
- Installation of four-quadrant gates at remaining grade crossings

### Proposed Operations

- High-speed rail vehicles operating with Caltrain on predominantly the same tracks between San Francisco and San Jose
- Speeds of up to 110 miles per hour
- Operations plan that would allow for up to 4 high-speed trains per hour/per direction in the peak period

### Upgrades to Existing Stations

- Raised and straightened platforms, platform screens (or other safety features) and passenger facilities at 4<sup>th</sup> & King, Millbrae and Diridon stations.

## Transbay Transit Center (TTC) and Downtown Extension (DTX) projects

- The Authority proposes its Blended System Project will reach the TTC in San Francisco via the planned DTX 1.3-mile extension of passenger rail track from the current terminus at the Caltrain 4<sup>th</sup> and King Station. The Transbay Joint Powers Authority is handling both projects, which have been subject of separate environmental review. The TTC is currently under construction. The DTX is not yet under construction. Both projects will be addressed in the San Francisco to San Jose Project Section EIR/EIS.

The selected station location in the city of San Francisco is the Transbay Transit Center, but the Authority anticipates that the 4th and King Station would operate as an interim station until completion of the Transbay Transit Center, which is being constructed and funded by the Transbay Joint Powers Authority. Other HSR stations would be located in the city of Millbrae at the existing Millbrae BART/Caltrain Station and in the city of San Jose at the existing Diridon Station. These locations were selected by the Authority and FRA through the Bay Area to Central Valley Program EIR/EIS (Authority and FRA 2008) considering the project purpose and need and the program objectives.

### **Project Location**

The project location is shown on Figure 1. The project location relative to the HSR system as a whole is shown in Figure 2.

### **Probable Effects**

The EIR/EIS process will evaluate and document the effects of the proposed project on the physical, human, and natural environment. The San Francisco to San Jose Project Section EIR/EIS will evaluate the potential social, environmental and economic impacts of the construction and operation of the proposed blended system shared by Caltrain and HSR service, and other current passenger and freight rail tenants along the Caltrain corridor between San Francisco and San Jose. Impact areas to be addressed include transportation, including impacts on existing passenger and freight rail tenants; safety and security; land use and zoning; land acquisition, displacements, and relocations; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; geology and paleontology impacts; natural resources impacts, including air quality, wetlands, water resources, noise and vibration, wildlife and ecosystems, including endangered species; energy and hazardous materials. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The San Francisco to San Jose Project Section EIR/EIS will be prepared in accordance with FRA's *Procedures for Considering Environmental Impacts* (64 Fed. Reg. 28545 [May 26, 1999]) and the Council on Environmental Quality's regulations implementing NEPA at 40 CFR parts 1500-1508. The San Francisco to San Jose Project Section EIR/EIS also will address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

### **Scoping and Comments**

Public scoping meetings are an important component of the scoping process for the San Francisco to San Jose Project Section EIR/EIS. The Authority encourages broad participation in the EIR process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies, Native American tribes, and the public at-large so that the full range of issues related to the proposed action and all reasonable alternatives are addressed and significant issues are identified. In particular, the Authority is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts at the project level. Public agencies with jurisdiction are requested to advise the Authority of the applicable permit and environmental review requirements

of each agency and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise the Authority if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the project-level San Francisco to San Jose Project Section EIR/EIS. The scoping meetings described in this NOP will also be advertised locally and included in additional public notification.

Public agencies are requested to send their responses to this NOP to the Authority within 30 days after receipt of this notice and no later than June 10, 2016. Send responses, comments, or questions regarding this Project to Mark A. McLoughlin, Director of Environmental Services for the California High Speed Rail Authority at the address shown above.

Date: May 9, 2016

Signature: \_\_\_\_\_

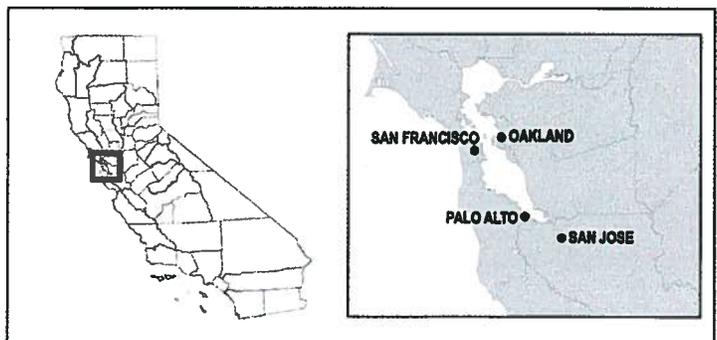


Mark A. McLoughlin  
Director of Environmental Services  
California High-Speed Rail Authority



**LEGEND**

-  Proposed San Francisco to San Jose Section Alignment
  -  Proposed HSR Stations
  -  County Limits
- 0 5 10 Miles 



**Figure 1. San Francisco to San Jose Project Section**



Figure 2. Statewide HSR System

### NOP/NOI Distribution List

Agency	Recipients	Delivery Methods
<b>Responsible Agencies</b>		
Bay Area Air Quality Management District	Jack Broadbent	USPS Certified Mail
California Department of Fish and Wildlife (CDFW)	Charlton Bonham Julie Vance Sarah Paulson Scott Wilson Craig Weightman	USPS Certified Mail and Email
California Department of Transportation (Caltrans)	Malcolm Dougherty Bijan Sartipi	USPS Certified Mail
California Public Utilities Commission (CPUC)	Timothy Sullivan Daniel Kevin	USPS Certified Mail and Email
California State Lands Commission	Jennifer Lucchesi	USPS Certified Mail
California State Water Resources Control board	Thomas Howard Clifford Harvey	USPS Certified Mail and Email
San Francisco Bay Area Conservation and Development Commission (BCDC)	Lawrence Goldzband	USPS Certified Mail
San Francisco Bay Regional Water Quality Control Board	Bruce Wolfe	USPS Certified Mail
<b>Resource Agencies</b>		
California State Parks, Office of Historic Preservation (SHPO)	Julianne Polanco Kathleen Forrest	Email
U.S. Army Corps of Engineers (USACE)	Calvin Fong Bryan Matsumoto Zachary Simmons	Regular Mail
U.S. DOC, National Oceanic and Atmospheric Administration (NOAA)	Monica Gutierrez Rhonda Reed	Email
U.S. DOI, Bureau of Reclamation (BOR)	Lauren Frye	Email
U.S. DOT, Federal Railroad Administration (FRA)	David Valenstein Stephanie Perez Melissa Hatcher	Regular Mail
U.S. DOT, Surface Transportation Board (STB)	David Navecky Vicki Rutson	Regular Mail
U.S. Environmental Protection Agency (USEPA)	Clifton Meek Carolyn Mulvihill Sarvy Mahdavi	Regular Mail and Email
U.S. Fish and Wildlife Service (USFWS)	Ken Sanchez Thomas Leeman	Email
TranSystems	Lynne Marie Whately Rebecca Valdez	Email
<b>County Clerks</b>		
County of San Mateo	Mark Church	Regular Mail
County of Santa Clara	Regina Alcomendras	Regular Mail
<b>Other Federal Agencies</b>		
Federal Emergency Management Agency	Robert Fenton	Regular Mail
U.S. Department of Energy	Andrew Lawrence	Regular Mail
U.S. Department of Housing and Urban Development	Wayne Sauseda	Regular Mail

Agency	Recipients	Delivery Methods
U.S. Department of the Interior, Office of Environmental Policy and Compliance	Mary Josie Blanchard	Regular Mail
U.S. DOT, Federal Highway Administration (FHWA)	Vincent Mammano	Regular Mail
U.S. DOT Federal Transit Administration (FTA)	Peter Rogoff	Regular Mail
<b>Other State Agencies</b>		
California Air Resources Board	Richard Corey	Email
California Department of Conservation	David Bunn	Regular Mail
California Department of General Services	Daniel O'Brien	Email
California Department of Housing and Community Development	Ben Metcalf	Regular Mail
California Department of Parks and Recreation	Lisa Mangat	Regular Mail
California Department of Public Health	Karen Smith	Regular Mail
California Department of Resources Recycling and Recovery	Scott Smithline	Regular Mail
California Department of Toxic Substances Control	Barbara Lee Janet Naito	Regular Mail and Email
California Department of Water Resources	Mark Cowin	Regular Mail
California Energy Commission	Robert Oglesby	Email
California Native American Heritage Commission	Cynthia Gomez	Regular Mail
California Native Plant Society	Daniel Gluesenkamp	Email
California Natural Resources Agency	John Laird	Regular Mail
California Natural Resources Conservation Service	Carlos Suarez	Regular Mail
California Transportation Commission	Susan Bransen	Email
California Office of Planning and Research	Ken Alex	Regular Mail
<b>Other Agencies</b>		
Alameda-Contra Costa Transit District	H.E. Christian Peeples Michael Hursh	Regular Mail and Email
Altamont Commuter Express	Stacey Mortensen	Email
Association of Bay Area Governments (ABAG)	Ezra Rapport Miriam Chion	Email
Bay Area Council	Jim Wunderman	Email
City/County Association of Governments of San Mateo County	Sandy Wong	Email
County of San Mateo	John Maltbie Juan Raigoza	Email
County of Santa Clara	Jeffrey Smith	Regular Mail
Metropolitan Transportation Commission (MTC)	Steve Heminger Ken Kirkey	Email
Mineta Transportation Institute	Rod Diridon	Regular Mail
San Francisco Bay Area Rapid Transit (BART)	Grace Crunican Janie Layton	Regular Mail

Agency	Recipients	Delivery Methods
San Francisco Bay Trail Project	Laura Thompson Maureen Gaffney	Email
San Francisco County Transportation Authority	Tilly Chang	Regular Mail
San Francisco Municipal Transportation Agency (SFMTA)	Tom Nolan	Regular Mail
San Francisco Public Utilities Commission	Harlan Kelly Jr.	Regular Mail
San Francisquito Creek Joint Powers Authority	Len Materman	Email
San Mateo County Transportation Authority	Jim Hartnett	Regular Mail
Santa Clara Valley Transportation Authority (VTA)	Nuria Fernandez	Regular Mail
Santa Clara Valley Water District (SCVWD)	Norma Camacho	Regular Mail
South Bay historical Railroad Society	Lorie Garcia	Regular Mail
Transbay Joint Powers Authority	Maria Ayerdi-Kaplan	Regular Mail
Union Pacific Railroad	Lance Fritz	Regular Mail
<b>Agencies Receiving General Notification</b>		
Capital Corridor Joint Powers Authority		Regular Mail
California Highway Patrol		Regular Mail
California Public Utilities Commission		Regular Mail
City and County of San Francisco		Regular Mail
Coast Rail Coordinating Council		Regular Mail
San Francisco City and County Department of Public Health		Regular Mail
U.S. Department of Agriculture		Regular Mail
U.S. Geological Survey National Center		Regular Mail

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**Appendix F**  
**Notice of Intent (NOI)**

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**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

[Docket Number FRA-2000-7257, Notice Number 8]

**Northeast Corridor Safety Advisory Committee; Notice of Meeting**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation.

**ACTION:** Announcement of Northeast Corridor Safety Advisory Committee (NECSC) meeting.

**SUMMARY:** FRA announces the sixth meeting of the NECSC, a Federal Advisory Committee mandated by section 212 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The NECSC is composed of stakeholders operating on the Northeast Corridor (NEC), and its purpose is to provide annual recommendations to the U.S. Secretary of Transportation. NECSC meeting topics will include the following: Maintenance-of-way fatigue, presentations on the NEC's future and NEC construction projects, Tier III passenger equipment rulemaking, the Confidential Close Call Reporting System (C<sup>3</sup>RS), Amtrak 160 mph waiver requests, split rail derails on track leading to the NEC, and a general discussion of safety issues.

**DATES:** The NECSC meeting is scheduled to begin at 9:30 a.m. on Wednesday, May 25, 2016, and will adjourn by 4:30 p.m.

**ADDRESSES:** The NECSC meeting will be held at the National Housing Center located at 1201 15th Street NW., Washington, DC 20005. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry Woolverton, RSAC Administrative Officer/Coordinator, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493-6212; or Mr. Robert C. Lauby, Associate Administrator for Railroad Safety and Chief Safety Officer, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493-6474.

**SUPPLEMENTARY INFORMATION:** The NECSC is mandated by a statutory provision in section 212 of the PRIIA (codified at 49 U.S.C. 24905(f)). The NECSC is chartered by the U.S. Secretary of Transportation, and is an official Federal Advisory Committee

established in accordance with the provisions of the Federal Advisory Committee Act, as amended, 5 U.S.C. title 5—Appendix.

Issued in Washington, DC on May 3, 2016.

Patrick T. Warren,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 2016-10774 Filed 5-6-16; 8:45 am]

BILLING CODE 4910-06-P

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****Environmental Impact Statement for the California High Speed Rail System San Francisco to San Jose Section, CA**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** Through this NOI, FRA announces its intent to jointly prepare an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) with the California High-Speed Rail Authority (Authority) for the San Francisco to San Jose Section of the California High-Speed Rail (HSR) System, Blended System Project (Blended System Project or Project). FRA invites the public and all interested parties to provide comments on the scope of the EIR/EIS, including the proposed purpose and need, the alternatives to consider, potential environmental impacts of concern, and methodologies for analysis of impacts. Through this NOI, FRA also rescinds its December 2008 NOI for the San Francisco to San Jose Section.

FRA and the Authority will develop the EIR/EIS in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act of 1969 (NEPA). FRA and the Authority will hold scoping meetings and outreach activities as part of the NEPA/CEQA process. Federal cooperating agencies for the EIR/EIS are the Surface Transportation Board (STB) and the U.S. Army Corps of Engineers (USACE).

**DATES:** Written comments on the scope of the San Francisco to San Jose Section EIR/EIS must be provided to the Authority by June 8, 2016.

Public scoping meetings are scheduled in May 2016: FRA and the Authority will hold the scoping meetings between 5:00 p.m. and 8:00 p.m. at the following dates:

- *San Francisco:* Monday, May 23, 2016.
- *San Mateo:* Tuesday, May 24, 2016.
- *Mountain View:* Wednesday, May 25, 2016.

The Authority will make scoping materials and information concerning the scoping meetings available on the Authority's Web site: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/project\\_sections/sanfrancisco\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/sanfrancisco_sanjose.html).

**ADDRESSES:** You can send written comments on the scope to Mr. Mark McLoughlin, Director of Environmental Services, Attention: San Francisco to San Jose Section EIR/EIS, California High-Speed Rail Authority, 770 L Street, Suite 1160, Sacramento, CA 95814, or via email with subject line "San Francisco to San Jose Section EIR/EIS" to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov).

You may provide comments orally or in writing at scoping meetings. FRA and the Authority will hold the scoping meetings between 5:00 p.m. and 8:00 p.m. at the following locations:

- *San Francisco:* University of California, San Francisco Mission Bay, 11500 Owens Street, San Francisco, CA 94158.
- *San Mateo:* San Mateo Marriott, 1770 South Amphlett Boulevard, San Mateo, CA 94402.
- *Mountain View:* SFV Lodge, 361 Villa Street, Mountain View, CA 94041.

**FOR FURTHER INFORMATION CONTACT:** Ms. Stephanie Perez, Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493-0388, email: [stephanie.perez@dot.gov](mailto:stephanie.perez@dot.gov), or Mr. Guy Preston, Regional Delivery Manager, California High Speed Rail Authority, 100 Paseo de San Antonio, San Jose, CA 95113, Telephone: (408) 277-1091 or [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov).

**SUPPLEMENTARY INFORMATION:** FRA is an operating administration of the U.S. Department of Transportation and is responsible for overseeing the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for high-speed and intercity passenger rail projects and is also authorized to provide loans and other financial support for railroad investments. FRA is conducting this review under NEPA because it may provide funding or financing for this project in the future. STB and USACE are Federal cooperating agencies on the EIS. STB has approval authority under

49 U.S.C. 10901 over the construction and operation of the proposed California HSR System. USACE has jurisdiction under Section 404 of the Clean Water Act.

The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR network fully coordinated with other public transportation services. In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California HSR System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Statewide Program EIR/EIS analyzed a No Project/No Action Alternative; a Modal Alternative involving expanding freeways, airports, and conventional rail systems; and a HSR alternative using electric propulsion and steel-wheel-on-steel-rail vehicles capable of operating speeds of 220 mph on fully grade separated rail alignments with state-of-the-art safety, signaling, and communication systems. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR System, and FRA issued a Record of Decision under NEPA on the Statewide Program EIS.

In approving the Statewide Program EIR/EIS, FRA and the Authority selected the HSR Alternative for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The Authority and FRA also selected certain corridors/general alignments and general station locations for further study; committed to mitigation strategies and design practices; and specified further measures to guide the development of the HSR system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts. FRA and the Authority did not select corridors or station locations between the Central Valley and the Bay Area in 2005. Rather, they decided to prepare a second program EIR/EIS for that area.

In 2008, the Authority and FRA further evaluated alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HSR system in the Bay Area to the Central Valley High-Speed Train Program EIR/EIS. Based on that EIR/EIS, the Authority and FRA selected the Pacheco Pass—San Francisco and San Jose termini network alternative, including corridor alignments and

station location options. The selected corridor alignment uses the Caltrain rail right-of-way, between San Francisco and San Jose along the San Francisco Peninsula, and the Pacheco Pass via Henry Miller Road, between San Jose and the Central Valley.

In December 2008, the Authority and FRA respectively issued a notice of preparation and notice of intent to prepare an EIR/EIS for the project-level San Francisco to San Jose Section of the proposed California HSR System. In 2009, the Authority and FRA completed project scoping and provided the public with alternatives screening documents. These alternatives screening documents were for a rail corridor based on an entirely grade separated a four-track system between San Francisco and San Jose where HSR would share tracks with Caltrain express commuter trains. Communities along the Caltrain corridor expressed concerns with this proposal because of the perceived magnitude of impacts to environmental and community resources. In response to these concerns, the Authority suspended further work on the EIR/EIS in mid-2011 to consider blending the HSR and Caltrain operations within a smaller project footprint. In November 2011, the Authority proposed blended operations for the HSR section between San Francisco and San Jose, which would still provide HSR and Caltrain service between the two cities without requiring a four-track system for the Project.

The San Francisco to San Jose Section EIR/EIS will describe the Blended System Project in detail, identify site-specific environmental impacts from construction, operation, and maintenance of the Blended System Project; identify specific mitigation measures to address those impacts; and incorporate appropriate design practices to avoid and minimize potential adverse environmental impacts. The EIR/EIS will describe the site characteristics, size, nature, and timing of the proposed action as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided, minimized, or mitigated. The Authority will provide information and documents regarding this EIR/EIS on the Authority's Web site: <http://www.hsr.ca.gov>.

The San Francisco to San Jose Section EIR/EIS will tier from, and build upon, the Statewide Program EIR/EIS and the Bay Area to Central Valley HSR Program EIR/EIS consistent with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)).

In addition to the NEPA and CEQA process, the Authority is required by law to publish a Business Plan, updated every two years, which includes a description of service type, chronology of statewide construction, estimate of capital costs per segment, operating and maintenance costs, environmental review schedule, and discussion of public and private funding availability. The Draft 2016 Business Plan, which the Authority released in February, describes a phased implementation of the statewide HSR system. The Draft 2016 Plan prioritizes construction between San Jose and the Central Valley, but also emphasizes the importance of extending HSR service from San Francisco to San Jose as soon as possible.

#### Purpose and Need

The purpose of the proposed HSR system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HSR system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The proposed HSR System is designed to address some of the social, economic, and environmental problems associated with transportation congestion in California.

The San Francisco to San Jose Section meets this purpose and need by:

- Connecting the San Francisco Bay Area to the rest of the statewide HSR system, including the Central Valley and Southern California;
- Incorporating HSR into the intermodal hubs at San Francisco, Millbrae and San Jose, thereby providing interfaces with airports (San

Francisco International Airport and Norman J. Mineta San Jose International Airport), mass transit (BART, Caltrain, Capitol Corridor, Amtrak, and light-rail and bus services), and highways, resulting in local and regional transportation hubs;

- Serving a large base of riders in the densely populated San Francisco and San Jose metropolitan areas; and
- Reaching station locations with existing and planned transit oriented development potential.

#### Alternatives

The San Francisco to San Jose Section EIR/EIS will consider a No Action or No Project Alternative and one or more HSR Alternatives for the San Francisco to San Jose corridor. The San Francisco to San Jose Section of the HSR system would connect to the San Jose to Merced Section at Diridon Station, which would extend HSR service from the San Francisco Bay Area to the Central Valley and Southern California.

#### No Action Alternative

The No Action Alternative (No Project or No Build) represents conditions in the San Francisco to San Jose corridor as they exist in 2016, and as they would exist in future years based on projected growth, programmed and funded improvements to the intercity transportation system, and other reasonably foreseeable projects through the implementation of Phase 1 operations in 2029, and a future year of operation in 2040. The No Action alternative takes into account the following sources of information: State Transportation Improvement Program; Regional Transportation Plans for all modes of travel; airport plans; intercity passenger rail plans; and city and county plans.

#### HSR Blended System Alternative(s)

The Blended System Project would follow the Caltrain right-of-way from San Francisco to San Jose. It would utilize existing and in-progress infrastructure Caltrain developed for its electrification project, but require construction in addition to electrification. The Blended System Project is anticipated to include the following, subject to continued planning and engineering following the scoping/outreach process:

#### New and/or Upgraded Infrastructure

- Track improvements to support higher speeds, including upgrades of tracks, trackbeds, ties, interlockings, and possible curve straightening;
- At least one passing track, with potential alternative locations for the passing track;

- One terminal storage maintenance facility, with potential alternative locations;
- Improvements to existing bridges necessary to accommodate mixed traffic;
- Potential grade separations necessary to support blended operations; and
- Installation of quad gates at remaining grade crossings.

#### Proposed Operations

- High-speed rail vehicles operating over mostly the same tracks between San Francisco and San Jose;
- Speeds of up to 110 miles per hour; and
- Operations plan that would allow for up to 4 HSR vehicles per hour/per direction in the peak period.

#### Upgrades to Existing Stations

- Raised and straightened platforms, platform screens (or other safety features) and passenger facilities at 4th & King, Millbrae and Diridon stations.
- Transbay Transit Center (TTC) and Downtown Extension DTX projects
- The Authority proposes its Blended System Project will reach the TTC in San Francisco via the planned 1.3-mile extension of passenger rail track from the current terminus at the Caltrain 4th and King station.
  - The Transbay Joint Powers Authority is the state lead agency for both projects, which have been the subject of separate environmental review.
  - The TTC is currently under construction. The DTX is not yet under construction.

Both projects will be addressed in the San Francisco to San Jose Section EIR/EIS. During the Programmatic review phase, FRA and the Authority selected the Transbay Transit Center as the station location in the city of San Francisco. However, the Authority anticipates that the 4th and King Station would operate as an interim station until completion of the Transbay Transit Center which the Transbay Joint Powers Authority is constructing and funding. Other HSR stations would be located in the city of Millbrae at the existing Millbrae BART/Caltrain Station, and in the city of San Jose at the existing Diridon Station. FRA and Authority selected these locations through the Bay Area to Central Valley HSR Final Program EIR/EIS.

#### Probable Effects

The EIR/EIS will evaluate and document the effects of the proposed project on the physical, human, and natural environment. FRA and the Authority will continue the tiered

evaluation of all potentially significant environmental, social, and economic impacts of the construction and operation of the HSR system. The San Francisco to San Jose EIR/EIS will address appropriate resource areas including: Transportation, including impacts on existing passenger and freight rail tenants; safety and security; land use and zoning; land acquisition, displacements, and relocations; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources; parklands/recreation areas; neighborhood compatibility and environmental justice; geology and paleontology impacts; natural resource impacts including air quality, wetlands, water resources, noise and vibration, energy, wildlife and ecosystems, including endangered species, energy and hazardous materials. The EIR/EIS will also identify and evaluate measures to avoid, minimize, and mitigate adverse impacts.

The San Francisco to San Jose Section EIR/EIS will be prepared consistent with FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) and the CEQ's regulations implementing NEPA at 40 CFR parts 1500–1508. The San Francisco to San Jose Section EIR/EIS also will address, as necessary, other applicable statutes, regulations, and executive orders, including the Clean Air Act, Section 106 of the National Historic Preservation Act (Section 106) of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

FRA funding or approval of the San Francisco to San Jose Section would be a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of Section 106. Consistent with the Advisory Council on Historic Preservation's (ACHP) regulations implementing Section 106, FRA intends to coordinate compliance with Section 106 of this Act with the preparation of the San Francisco to San Jose Section EIR/EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8. Under the Programmatic Agreement among FRA, ACHP, the California State Historic Preservation Officer, and the Authority, FRA and the Authority will conduct a phased review of effects on historic properties consistent with 36 CFR 800.4(b)(2). FRA invites the public and interested parties to provide comments on the potential effects of the proposed alternatives on historic properties within the San Francisco to San Jose Section. In

response to this NOI, a member of the public or other interested party may also request to participate in the Section 106 process as a consulting party under 36 CFR part 800.

#### Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. FRA invites Native American Tribes, interested agencies, and the public at large to participate in the scoping process to ensure the EIR/EIS addresses the full range of issues related to the proposed action and reasonable alternatives, and that all significant issues are identified. FRA requests that any public agency having jurisdiction over an aspect of the Project identify the applicable permit and environmental review requirements of the agency and the scope and content of the environmental information germane to the agency's jurisdiction over the Project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to participate as a cooperating agency for the San Francisco to San Jose Section EIR/EIS.

FRA and the Authority have scheduled public scoping meetings which are an important component of the scoping process for both the State and Federal environmental review. The Authority will advertise the scoping meetings described in this NOI locally and be included with any additional public notification.

Issued in Washington, DC, on May 4, 2016.  
**Jamie Rennert,**  
*Director, Office of Program Delivery.*  
 [FR Doc. 2016-10959 Filed 5-6-16; 8:45 am]  
**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. 2016-0021]

#### Notice of Request for the Extension of a Currently Approved Information Collection

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to renew the following information collection:

#### 49 U.S.C. Section 5337 State of Good Repair Program

*OMB Control No.:* 2132-0577.

49 U.S.C. Section 5337, the State of Good Repair Grants Program was authorized by Moving Ahead for Progress in the 21st Century (MAP-21). It was reauthorized under the Fixing America's Surface Transportation (FAST) Act Section 3015. This program authorizes the Secretary of Transportation to make grants to designated recipients to maintain, replace, and rehabilitate high intensity fixed guideway systems and high intensity motorbus systems. Eligible recipients include state and local government authorities in urbanized areas with high intensity fixed guideway systems and/or high intensity motorbus systems operating for at least seven years. Projects are funded at 80 percent federal with a 20 percent local match requirement by statute. FTA will apportion funds to designated recipients. The designated recipients will then allocate funds as appropriate to recipients that are public entities in the urbanized areas. FTA can make grants to direct recipients after sub-allocation of funds. Recipients apply for grants electronically, and FTA collects milestone and financial status reports from designated recipients on a quarterly basis. The information submitted ensures FTA's compliance with applicable federal laws.

**DATES:** Comments must be submitted before July 8, 2016.

**ADDRESSES:** To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Web site:* [www.regulations.gov](http://www.regulations.gov). Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation's (DOT's) electronic docket is no longer accepting electronic comments.) All electronic submissions must be made to the U.S. Government electronic docket site at [www.regulations.gov](http://www.regulations.gov). Commenters should follow the directions below for mailed and hand-delivered comments.

2. *Fax:* 202-493-2251.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m.,

Monday through Friday, except federal holidays.

*Instructions:* You must include the agency name and docket number for this notice at the beginning of your comments. Submit two copies of your comments if you submit them by mail. For confirmation that FTA has received your comments, include a self-addressed stamped postcard. Note that all comments received, including any personal information, will be posted and will be available to Internet users, without change, to [www.regulations.gov](http://www.regulations.gov). You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit [www.regulations.gov](http://www.regulations.gov). Docket: For access to the docket to read background documents and comments received, go to [www.regulations.gov](http://www.regulations.gov) at any time. Background documents and comments received may also be viewed at the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Operations, M-30, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Eric Hu, Office of Program Management (202) 366-0870, or email: [Eric.Hu@dot.gov](mailto:Eric.Hu@dot.gov).

**SUPPLEMENTARY INFORMATION:** Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy and utility of the information collection for the proper performance of the functions of the FTA; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

*Respondents:* State and local governments.

*Estimated Annual Burden on Respondents:* 58 hours per submission.

*Estimated Total Annual Burden:* 9,120 hours.

*Frequency:* Annual.

**William Hyre,**

*Deputy Associate Administrator for Administration.*

[FR Doc. 2016-10837 Filed 5-6-16; 8:45 am]

**BILLING CODE P**

**Appendix G.1**  
**Scoping Meeting Mail Notices**

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# CALIFORNIA High-Speed Rail Authority

## **PUBLIC SCOPING MEETING NOTICE**

### *San Francisco to San Jose Project Section*

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization program that invests billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The **San Francisco to San Jose Project Section** is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at 4th and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae), and San Jose.

The approximately 51-mile project section is planned to be a blended system which will support a modernized Caltrain service and high-speed rail service primarily on shared tracks. This approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation.

The Public Scoping Meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

#### **MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.**

##### **SAN FRANCISCO**

**Monday, May 23, 2016**

**UCSF Mission Bay**

**5:00 P.M. to 8:00 P.M.**

1500 Owens St.

San Francisco, CA 94158

##### **SAN MATEO**

**Tuesday, May 24, 2016**

**San Mateo Marriott**

**5:00 P.M. to 8:00 P.M.**

1770 S. Amphlett Blvd.

San Mateo, CA 94402

##### **MOUNTAIN VIEW**

**Wednesday, May 25, 2016**

**SFV Lodge**

**5:00 P.M. to 8:00 P.M.**

361 Villa St.

Mountain View, CA 94041

#### **LANGUAGE AND OTHER NEEDS**

INTERPRETACIÓN AL ESPAÑOL ESTARÁ DISPONIBLE EN TODAS LAS REUNIONES.

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MAGKAKAROON NG PAGSASALIN SA WIKANG TAGALOG SA LAHAT NG MGA PULONG.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made

72 hours in advance of the scheduled meeting date.

Please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943.



# SAN FRANCISCO TO SAN JOSE PROJECT SECTION

The San Francisco to San Jose Project Section extends from the Transbay Transit Center in San Francisco southward to Diridon Station in San Jose.

## ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

For important additional information contained in the NOP and NOI, please visit:  
[www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

As part of the environmental process, the Authority is holding Public Scoping Meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

## SUBMIT COMMENTS

Public scoping comments will be received until June 10, 2016. Submit comments via:

**Mail:** **Mark A. McLoughlin**  
Director of Environmental Services  
ATTN: San Francisco to San Jose  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113

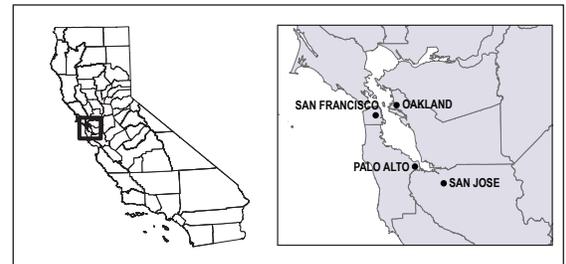
**Electronic:**  
Place name of Project Section in subject line:  
[san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

**Phone:**  
(800) 435-8670



### LEGEND

-  Proposed San Francisco to San Jose Section Alignment
  -  Proposed HSR Stations
  -  County Limits
- 0 5 10 Miles 



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## **Appendix G.2**

### **Display Advertisements**

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## AROUND THE GLOBE

## WORLD

Canadian fire officials said Sunday they reached a turning point in fighting an enormous wildfire, hoping to get a "death grip" on the blaze that devastated Canada's oil sands town of Fort McMurray amid cooler temperatures and light rain. Meanwhile, a massive evacuation of residents displaced by the blaze came to an end. Chad Morrison of Alberta Wildfire told a news conference he's "very happy" and called it great firefighting weather. With cooler temperatures in the next three or four days, he said firefighters should be able to put out hot spots. And it has allowed them to further protect fire-ravaged Fort McMurray.

North Korean leader Kim Jong Un said his country will not use its nuclear weapons unless its sovereignty is invaded and announced a five-year economic plan at a milestone congress of North Korea's ruling party, which entered its third day Sunday. Kim said he is ready to improve ties with "hostile" nations, and called for more talks with rival South Korea to reduce misunderstanding and distrust. He also urged the United States to stay away from inter-Korean issues. At the congress, Kim also announced a five-year plan starting this year to develop the North's moribund economy, and identified improving the country's power supply and increasing its agricultural and light-manufacturing production as critical parts of the program. — *Wire report*

## Ruling could limit federal marijuana prosecutions

By Sudhin Thanawala  
The Associated Press

Rolland Gregg and his family have fought federal marijuana charges for more than three years, arguing that the roughly 70 marijuana plants investigators found on their Washington property were for their own medicinal use and fully complied with state law.

A federal jury last year convicted Gregg, his mother and his wife of growing 50 to 100 marijuana plants — amounts their attorney said are in compliance with state medical marijuana law. With prison sentences looming, they have now turned to a recent act of Congress that they say should have stopped the U.S. Department of Justice from prosecuting them because they were doing what their state allowed. Marijuana is illegal under federal law, and the DOJ disagrees with Gregg's understanding of the new law.

"It's been the hardest thing I've ever had to deal with in my life when you see the government coming down on you for simply trying to be healthy," Gregg said.

A federal appeals court is expected to issue a ruling soon on the scope of the law that could pave the way to end or overturn at least six federal marijuana criminal prosecutions and convictions in California and Washington, including Gregg's, and limit future prosecutions



Rolland Gregg — seen here with his fiancée Sarah England — and his family have fought federal marijuana charges for more than three years.

of medical marijuana users and dispensaries in eight Western states that allow them.

"The 9th Circuit is the biggest circuit, one that contains lots of marijuana states. If they were to say, 'The federal government is prohibited from enforcing medical marijuana law,' that would be huge," said Sam Kamin, a professor at the University of Denver Sturm College of Law who studies marijuana regulation.

At issue is a Congressional amendment that said the DOJ could not use funding Congress allocated to it for 2015 and 2016 to prevent states that have legalized medical marijuana from implementing laws that permit its use, distribution and possession.

The amendment's bipartisan sponsors —

California Congressmen Sam Farr, D-Carmel, and Dana Rohrabacher, R-Costa Mesa, — say it prohibits the DOJ from prosecuting people who are complying with state medical marijuana laws. California and more than 20 other states have legalized marijuana for medical use. The drug, however, remains illegal under federal law.

The DOJ has interpreted the law more narrowly, saying it prevents prosecutors from trying to block state medical marijuana laws or charging state officials who implement them, yet permits U.S. attorneys to go after marijuana dispensaries and growers.

The 9th Circuit is expected to clarify the amendment in appeals by three sets of defendants who have cited it as grounds for judges to dismiss their marijuana charges.

Gregg's case is not among the ones the 9th Circuit is set to rule on. But he has raised the same argument as the other defendants, and the 9th Circuit has put his appeal on hold pending the outcome of the other appeals, his attorney Phil Telfeyan said.

Alex Kreit, a marijuana law expert at Thomas Jefferson School of Law in San Diego, said the DOJ and marijuana defendants have strong arguments for their conflicting interpretations of the amendment.

"The [amendment's] language is not a model of clarity," he said. "It really is open to a number of different interpretations."



## CALIFORNIA High-Speed Rail Authority

MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

### San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of Scoping Meetings to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated.

The NOP can be found here: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).

#### SAN FRANCISCO

Monday,  
May 23, 2016

UCSF Mission Bay  
5:00 to 8:00 P.M.

1500 Owens St.,  
San Francisco, CA 94158

#### SAN MATEO

Tuesday,  
May 24, 2016

San Mateo Marriott  
5:00 to 8:00 P.M.

1770 S. Amphlett Blvd.  
San Mateo, CA 94402

#### MOUNTAIN VIEW

Wednesday,  
May 25, 2016

SFV Lodge  
5:00 to 8:00 P.M.

361 Villa St.  
Mountain View, CA 94041

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# Peavy battles but Giants' bats quiet

By Janie McCauley  
THE ASSOCIATED PRESS

SAN FRANCISCO — Jake Peavy and Matt Cain have struggled to win games at the back end of the rotation for the Giants.

Everybody believes these two can get back on track. A little more run support sure would help, too.

Peavy showed some encouraging signs after putting himself in a tough spot from the start in a 3-1 loss Monday night to the Toronto Blue Jays, keeping his team in the game.

“Step forward for Peavy,” manager Bruce Bochy said. “He was determined to keep us in the game and he did a nice job of that.”

The Giants are just 3-10 in games started by Peavy and Cain, who will get his next chance at a first win of 2016 on Tuesday night.

Edwin Encarnacion hit a two-run homer and Aaron Sanchez struck out five over seven innings for Blue Jays.

Peavy walked two of his five batters in the first inning while giving up a pair of singles, putting himself in an immediate jam. He allowed Saunders' RBI single but got out of the inning without further damage.



LANCE IVERSEN/USA TODAY SPORTS  
Jake Peavy battled through troubles to last five innings in Monday's 3-1 loss to Toronto.

Peavy gave up three runs on five hits and struck out six in five innings.

The right-hander lost a start at AT&T Park for the first time since July 8, 2015. He had been 7-0 with a 3.41 ERA in 11 home starts since before Monday.

“It's different facing a team built like that,” Peavy said. “One through seven, you've got Russell Martin in your seven-hole and he's got 10 years, and (Troy) Tulowitzki, a \$100-million player (batting sixth) and an MVP (Josh Donaldson) hitting second.”

# Gray hammered in rout to BoSox

By Ken Powtak  
THE ASSOCIATED PRESS

BOSTON — Oakland right-hander Sonny Gray can't figure out what's going wrong.

Gray was knocked during Boston's six-run fourth inning that carried the Red Sox to a 14-7 victory over the struggling A's Monday.

It was Gray's third straight poor start. He's given up 18 runs in 12 2/3 innings.

Khristian Davis hit his seventh homer and drove in two runs for Oakland, which has lost 12 of 16 and fell to 1-7 this month.

Josh Reddick's club-record streak of hits in eight consecutive at-bats was stopped when he grounded out his first time up.

Gray gave up seven runs and eight hits in 3 2/3 innings. He is 1-3 with a 9.61 ERA in his last four starts.



Sonny Gray

## Nats to extend Strasburg for \$175M

WASHINGTON — A person familiar with the negotiations says that Stephen Strasburg has agreed to a new contract with the Washington Nationals that will pay the pitcher \$175 million over seven seasons starting in 2017.

The person spoke to The Associated Press on condition of anonymity Monday night

## MLB brief

— while Strasburg was pitching against the Detroit Tigers — because the Nationals had not announced the deal.

Strasburg would have been eligible for free agency for the first time after this season. Instead, he stays with the team that drafted him No. 1 overall in 2009.

 <p><b>CALIFORNIA</b> High-Speed Rail Authority</p> <p>MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.</p> <p><b>San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS</b></p> <p>The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of Scoping Meetings to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated.</p> <p>The NOP can be found here: <a href="http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html">http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html</a>.</p> <p>For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at <a href="mailto:northern.california@hsr.ca.gov">northern.california@hsr.ca.gov</a>, or visit <a href="http://www.hsr.ca.gov">www.hsr.ca.gov</a>.</p>	<p><b>SAN FRANCISCO</b> Monday, May 23, 2016 UCSF Mission Bay 5:00 to 8:00 P.M. 1500 Owens St., San Francisco, CA 94158</p>
	<p><b>SAN MATEO</b> Tuesday, May 24, 2016 San Mateo Marriott 5:00 to 8:00 P.M. 1770 S. Amphlett Blvd. San Mateo, CA 94402</p>
	<p><b>MOUNTAIN VIEW</b> Wednesday, May 25, 2016 SFV Lodge 5:00 to 8:00 P.M. 361 Villa St. Mountain View, CA 94041</p>

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**NEWS**

# Philippines backs own Donald Trump

## Duterte poised to become president

A brash and tough-talking Philippines mayor known as the Donald Trump of the Philippines after pledging to kill suspected criminals and end crime within six months looked set to become the next president of the country yesterday.

Rodrigo Duterte, the mayor of southern Davao city, had secured more than 14.4 million votes, according to a count of 87% of precincts nationwide. The closest of his four main rivals, former Interior Secretary Mar Roxas, had 8.6 million votes. Final results are expected today.



DUTERTE

### 'I will kill you idiots'

Duterte built his popularity with radical pledges to eliminate poverty and end corruption and crime. He has a reputation for fighting crime as mayor of Davao for 22 years, but has been accused of ordering extrajudicial killings to achieve that.

On the last day of campaigning Saturday, he made clear he intends to continue his hard-line approach.

"All of you who are into drugs, you sons of b-----, I will really kill you," Duterte, 71, a former prosecutor, told a rally. "I have no patience, I have no middle ground, either you kill me or I will kill you idiots."

Statements such as that have won him the nickname "Duterte Harry," a reference to the Clint Eastwood movie character "Dirty Harry" who had little regard for rules. He has also been compared to Trump, the presumptive Republican presidential nominee.

### Inappropriate jokes

Duterte is known for jokes about sex and rape, talking often about his Viagra-fueled sexual escapades, and for undiplomatic remarks about Australia, the United States and China, all key players in the country's politics. He has threatened to dismiss the Philippine Congress and form a revolutionary government if he is confronted with uncooperative legislators.

Outgoing President Benigno Aquino III tried to discourage Filipinos from voting for Duterte over fears the mayor may endanger the country's hard-fought democracy and squander economic gains of the last six years, when the Philippine economy grew at an average of 6.2%, one of the best rates in Asia.



**CALIFORNIA**  
High-Speed Rail Authority

MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

### San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS

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For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at [northern.california@hsr.ca.gov](mailto:northern.california@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).

**SAN FRANCISCO**

Monday,  
May 23, 2016

UCSF Mission Bay  
5:00 to 8:00 P.M.

1500 Owens St.,  
San Francisco, CA 94158

**SAN MATEO**

Tuesday,  
May 24, 2016

San Mateo Marriott  
5:00 to 8:00 P.M.

1770 S. Amphlett Blvd.  
San Mateo, CA 94402

**MOUNTAIN VIEW**

Wednesday,  
May 25, 2016

SFV Lodge  
5:00 to 8:00 P.M.

361 Villa St.  
Mountain View, CA 94041



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# Herhold

Continued from Page 1

## Tangled history

A word of history: The former Almaden Air Force Station (1958-80) property was bought in 1986 by Midpen, which let it wither for a quarter century.

Because most Midpen taxpayers are on the Peninsula, the people who care most about saving the tower — Air Force veterans and the folks who can see it from the valley floor — do not, for the most part, have a voice in electing the open space district's trustees.

In 2012, after a series of public meetings that demonstrated passionate support for saving the tower, the Midpen trustees agreed to put things off for five years, giving preservationists time to raise the estimated \$1.5 million needed to preserve the tower. (It is this effort that would be "rebooted" in Drake's analysis.)

In the meantime, there has been an entertaining war of consultants. In 2010, a consultant hired by Midpen, Page & Turnbull, concluded that the radar tower did not deserve historical protection because the original radar "sail" on top had been removed. This was a weak argument, akin to saying a Studebaker shouldn't be saved because its grill was missing.

## Preservationists

In 2014, the preservationists answered back with a report by Archives & Architecture, a county-approved local firm, which concluded that the tower — Building 102 to the Air Force — was indeed a historical marker of the Cold War. The county then hired a third consultant, JRP of Sacramento, that came to the same conclusion, saying the tower was also eligible to become a state and federal historic landmark.

You do not need the consultants and their words to know that the old concrete tower is a structure of

absorbing interest. When I visited it Saturday morning, on a tour organized by the Umunhum Conservancy, the fog was so thick that the magnificent views of the bay and the Monterey Peninsula were beyond reach.

The great, massive hulk of the concrete tower nonetheless held the interest of people in our party: They walked around it, they touched it, they asked what happened inside. All those things will make a trip to Mount Umunhum more interesting to the public.

"It's a part of our local heritage," says Basim Jaber, the historian of the Air Force station. "It defines the valley in terms of how we became the technological powerhouse that we are today."

Amen. The supervisors shouldn't dally on this. Save the tower.

Contact Scott Herhold at 408-275-0917 or [sherhold@bayareanewsgroup.com](mailto:sherhold@bayareanewsgroup.com). Follow him at [Twitter.com/scottherhold](https://twitter.com/scottherhold).

# Bail bonds

Continued from Page 1

The county charges the company \$100,000 a year for the space, with some proceeds going to the county inmate welfare fund, which pays for services and programs such as adult education and substance-abuse treatment.

On Tuesday, supervisors will consider a recommendation from the Bail and Release Work Group not to renew the contract. County administrators agree it's time to end the practice "so that the county is no longer involved in facilitating the promotional activities of the for-profit bail bonds industry," a staff report said.

"There are a lot of reasons to end it," said Supervisor Cindy Chavez at an April 19 meeting of the bail group, which she chairs. "I don't want it to look like we have a vested interest in one of these companies, and these posters could make it look like we're recommending one."

The bail working group is coming up with alternatives to the for-profit bail bond system to get inmates released — through supervised programs, for example, or electronic monitoring. The "money bail" system is the subject of a federal class-action lawsuit against San Francisco that has attracted a lot of attention from the \$2 billion industry. The suit alleges that bail is discriminatory to people who can't afford it, a sentiment echoed in the county report.

"In a system that relies heavily on money bail rather than alternatives like pre-trial supervision," the report states, "many individuals who have been arrested for

suspected criminal offenses remain in jail pending trial — before they have been proven guilty — mainly because they are poor, not because they pose a high risk to public safety or to the integrity of the court process."

TopoPadilla, of the Golden State Bail Agents Association, called the county effort part of a national movement that alleges the criminal justice system unfairly targets the poor and minorities.

"It's all wrapped up in a big, big strategy," he said. "But here they're not going after the bail system itself. They're cutting off the only source that people have to look at bail bonds companies, see which ones speak Spanish, which ones take credit cards. They're cutting off that service."

Instead of the eye-catching ads, many of them featuring women, a simple list with contact information for all county bail bond agents would be posted.

Don Dunbar, a representative of the ad company, said the organization has billboards in 20 of the state's

58 county facilities. He said there is growing interest from cities for both the informational service and potential revenue. The company makes sure the bail bond outfits are licensed and legitimate, unlike web listings or the Yellow Pages, he said.

"If you take all of the listings, you'll find 20 percent don't have a license," he said. "It's huge."

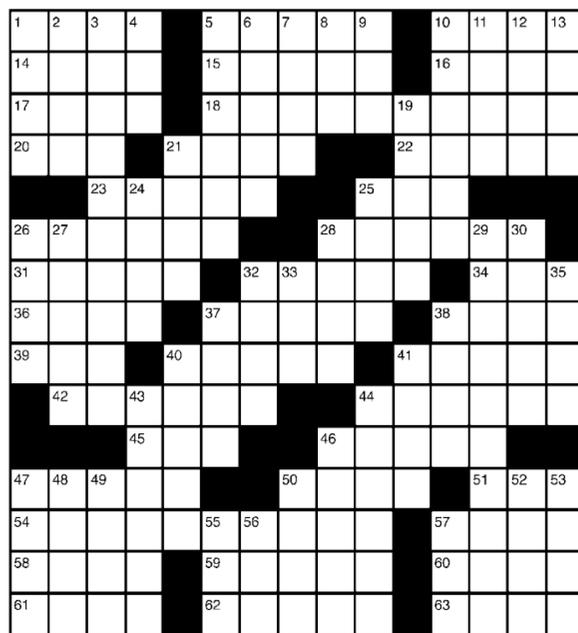
Wanda Dunbar, president of the Jail Advertising Network, sent supervisors a letter outlining the benefits of the billboard program, including money that's generated for the county inmate welfare fund. "Discontinuing the jail advertising program is truly like throwing out the baby with the bath water," Dunbar wrote.

Billboards posted in lobbies are "a significant and welcome source of information" for families, she added, and "removing the jail signboards cannot cause commercial bail to go away, as long as the courts continue to use it as a significant method for pretrial release of arrestees."

## Commuter crossword

- ACROSS**  
 1 Small digits  
 5 Eats  
 10 Nagging pain  
 14 "Been there, \_\_\_ that"  
 15 Wear away  
 16 Hoodlum  
 17 Facts & figures  
 18 Agreeing  
 20 "Murder, \_\_\_ Wrote"  
 21 Path  
 22 Sty cries  
 23 \_\_\_ up on; studies about  
 25 \_\_\_-tac-toe  
 26 Second chance to pass a test  
 28 Flings  
 31 Clear the slate  
 32 Window covering  
 34 Hawaii's Mauna \_\_\_  
 36 In a \_\_\_; sulky  
 37 One of the Marx Brothers  
 38 Rob Reiner's dad  
 39 Cheap metal  
 40 Perch  
 41 Diamond corners  
 42 Get away  
 44 Nightclub  
 45 Tupperware top  
 46 \_\_\_-frutti  
 47 Yellow citrus  
 50 Laundry soap brand  
 51 NBC rival  
 54 Modest  
 57 Grain tower  
 58 Sculptor's tool  
 59 Prolonged attack  
 60 "It is what \_\_\_"  
 61 Not brand new  
 62 Tacked on  
 63 Office boo-boo

- DOWN**  
 1 Probability  
 2 Ark builder  
 3 Amuses  
 4 Body of water  
 5 Ten-year period  
 6 Actor Jeremy  
 7 Zero  
 8 Ames & Begley  
 9 Look at  
 10 Lofts  
 11 Goatee's place  
 12 Handsome guy  
 13 Breakfast order  
 19 Racket  
 21 Huron or Tahoe  
 24 Direction  
 25 Have nothing \_\_\_ with; shun  
 26 Take a nap  
 27 Kovacs or Els  
 28 Diplomacy  
 29 Stretchiness  
 30 More miffed  
 32 Oxford or loafer  
 33 "A fool and \_\_\_ money are..."  
 35 Additionally  
 37 Lung disease, for short  
 38 Group of actors  
 40 \_\_\_ cats and dogs; pours  
 41 Fisherman's hope



Created by Jacqueline E. Mathews

5/10/16

## Monday's Puzzle Solved



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5/10/16

- 43 Sign on a shop window at night  
 44 Moved a little  
 46 Slight coloring  
 47 Feast with a roast pig  
 48 At loose \_\_\_; unsettled  
 49 Labyrinth  
 50 \_\_\_ up; bound  
 52 Radar screen image  
 53 Mediocre  
 55 North American nation; abbr.  
 56 Prefix for day or section  
 57 Grab a chair



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361 Villa St.  
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### Public hearing notice

## Public Hearing to Consider Comments on the 2015 Urban Water Management Plan



**Topic:** Santa Clara Valley Water District's 2015 Urban Water Management Plan

**When:** Time Certain at 6 p.m. on May 24, 2016

**Where:** Santa Clara Valley Water District Board Room  
5700 Almaden Expressway  
San Jose, CA 95118

In accordance with the Urban Water Management Planning Act, water suppliers such as the District are required to review, update, and submit an Urban Water Management Plan to the California Department of Water Resources by July 1, 2016, and are required to encourage the active involvement of the public and to hold a public hearing prior to adoption of this plan.

The District's 2015 Urban Water Management Plan (2015 UWMP) documents important information on water supply, water usage, recycled water, water conservation programs, water shortage contingency planning, and water supply reliability in Santa Clara County. It also serves as a valuable resource for water supply planners and policy makers, and addresses the water supply outlook of Santa Clara County over the next 25 years. The 2015 UWMP updates and supersedes all previous District Urban Water Management Plans.

For more information on the public hearing or the 2015 UWMP, please visit our website at [www.valleywater.org](http://www.valleywater.org) or contact **Tracy Hemmeter** at (408) 630-2647.

Reasonable efforts will be made to accommodate persons with disabilities wishing to attend this public hearing. For additional information on attending this hearing including requesting accommodations for disabilities or interpreter assistance, please contact the **Office of the Clerk of the Board** at (408) 630-2277, at least three business days prior to the hearing.

4/2016\_BA

### Public Hearing Notice

## Boardroom Technology Upgrade Project



**Who:** Santa Clara Valley Water District

**What:** Public hearing on the Engineer's Report

**When:** May 24, 2016; Item is time certain at 6:00 P.M.

**Place:** Santa Clara Valley Water District; Boardroom  
5700 Almaden Expressway, San Jose, CA 95118

The proposed work of improvement is described in the Boardroom Technology Upgrade Project Engineer's Report. The report is on file at the Clerk of the Board of Directors, 5700 Almaden Expressway, San Jose, California and on water district's website: <http://www.valleywater.org/PublicReviewDocuments.aspx>

The objective of the project is to upgrade the existing 17 years old audiovisual system and bring it to the latest standards of video technology.

At the time and place fixed for the public hearing, the board of directors will receive comments on the Engineer's Report for the project. After considering the comments, the board will decide whether or not to proceed with the project.

For more information about this hearing or this project, contact **Sudhanshu Tikekar** at (408) 630-2424.

Reasonable efforts will be made to accommodate persons with disabilities wishing to attend this public hearing. For additional information on attending this hearing, including requesting accommodations for disabilities or interpreter assistance, please contact the **Office of the Clerk of the Board** at (408) 630-2277, at least three business days prior to the hearing.

04/2016\_LG

自己撞上電線桿斷腿  
慘叫求援大聲咆哮

# 亮槍又掃射 毒蟲鬧市狂飆衝警

30歲徐姓男子9日與人發生行車糾紛，亮槍恐嚇離去時，拒絕接受警方攔檢，竟駕車衝撞3名警員，3警負傷追逐徐男，徐男竟從窗外朝3警開槍，沒抓緊方向盤，自撞路旁電線桿，頻向員警哀嚎、求救；警方從其車上搜出毒品等，訊後依妨害公務等罪嫌送辦。



大批警網與徐嫌在土城區大街小巷追逐，徐嫌駕車逃亡過程，失控撞上電桿卡住。圍捕員警立即一擁而上逮捕。小圖為徐嫌曾直接衝撞警用機車，導致楊姓警員(前)受傷。

徐男有多項毒品前科，9日上午在板橋、土城交界與人發生行車糾紛，亮槍恐嚇對方，對方嚇得趕緊報警。《中國時報》報導，警方趕抵時，徐男不願接受盤查，竟加速衝撞前方3名警員，造成其中1名23歲楊姓警員左鎖骨骨折、左手脫臼。3名警員眼見徐男加速逃逸，負傷跨上機車追逐，也通知線上警力支援。《自由時報》報導，36名土城員警分乘3輛警車及20多輛警用機車，從外圍縮小範圍圍捕。

無人被流彈波及，徐男棄槍後加速逃逸，不停回頭觀望，突未抓好方向盤，「砰」的一聲自撞電線桿。徐男車速極快，造成其左腳骨折，整個人卡在車中，不停向來往車人的警方求救，慘叫「好痛，救我」。警消人員救出徐男，將其送醫搶救後無礙。警方也從其車上搜出安非他命、海洛英及7發子彈，也在路旁找到其丟棄的改造槍枝。

警方表示，為讓徐男製作筆錄，遂將其從醫院中扛出來，由於他曾在監獄服刑，因車上有毒品、槍枝，深怕回去蹲苦窯，寧可衝撞警方以殺出重圍，仍栽在警方手上。帶回偵詢時，徐不時大聲咆哮，供稱「要找人尋仇，才會帶槍」。警方查出，徐嫌臉書上有許多張亮槍掃射畫面，且有疑似自殘流血照，全案將依妨害公務、傷害等罪送辦。



無獨有偶，當晚7時許，新北市保安警察大隊警員巡邏新莊區，發現深藍色小房車違停紅線，駕駛發現警方靠近，倒車加速逃逸時，撞傷路人、機車騎士共3人，幸均無生命危險，警方隨後找到肇事車輛，但駕駛已逃逸無蹤。

## 雙鬼湖 千年神木倒了

相隔8年後，屏東林管處深山特遣隊最近再度前往神秘的雙鬼湖進行生態資源調查，卻意外發現雙鬼湖生態區最具代表性的千年紅檜神木倒了，只剩下腐朽的根部和樹幹殘骸，四周土石嚴重崩塌，研判是遭88風災摧毀，神木殞落，令隊員感到遺憾。

深山特遣隊長鍾智勇表示，2007年首度被發現的雙鬼湖紅檜神木，樹高約60米，樹圍20.16米，換算成樹徑約6.4米，粗壯的樹幹要10多人才能合抱起來。《自由時報》報導，目前島內發現樹圍超過20米的巨樹屈指可數，為避免鬼湖神木受到破壞，2008年完成穩定後，便列為最高機密。

今年4月16日，7名深山特遣隊員於8年後再度造訪鬼湖神木，眾人連日跋山涉水好不容易找到當年坐標位置，卻發現原本青翠蒼鬱的山林，卻變成了大崩壁，地貌與8年前完全不同，深資隊員劉育宗等人往坡壁下方查看，赫然見根拔起的巨大紅檜樹頭及部分樹幹殘骸，眾人都看傻眼。

## 機車闖紅燈 撞豪車慘賠百萬

29歲呂姓男子，8日深夜11時許，騎機車載姓姓女友，行經士林區福港街、大南路交叉路口時闖紅燈，撞上1輛市價263萬的保時捷休旅車，造成該車失控撞上電線桿，波及另輛平治車，2人更被撞飛，所幸無生命危險，但由於撞壞2輛名車，修車費高達上百萬，呂月薪僅3萬，要不吃不喝3年才能賠償。

警方說，在牛排店工作的呂男，當時車速相當快，他載著女友經過路口未減速闖紅燈，撞上直行由25歲林姓男子所駕駛的保時捷休旅車，2人被撞飛後，機車摩擦地面刮出火花，鍾女頭部受傷，腿部骨折，而呂一度卡在休旅車下，民眾聽見巨響，立即報案，通知警消到場。

《中國時報》報導，休旅車行車紀錄器顯示，機車當時從左側衝出，撞擊後，前擋風玻璃破碎，駕駛視線整個被遮住，完全看不到路況，駕駛往右衝撞路邊的電線桿，車頭凹陷全毀，電線桿傾斜，連造成路邊平治車車尾半毀。林男駕駛的保時捷休旅車掛牌不到1年，與機車撞擊後，2顆安全氣囊均爆開。

## 冒名騙訂單 和碩內鬼遭訴

上市公司和碩聯合科技，去年年初爆發內鬼案。檢方查出，該公司前業務部副理林岳，涉嫌以胞兄林嵩名義成立人頭公司，轉而向和碩購買平板電腦、筆電轉賣，2年間從中賺取差價獲利2500萬元。士林地檢署9日依背信、業務侵佔罪將林嵩、林岳兄弟提訊公訴。

《中國時報》報導，起訴指出，林自2008年擔任和碩業務行銷課課長，負責與客戶接洽，販賣筆電、平板電腦等，2010年升任副理後，發現公司希望每筆訂單能夠超過3000台電腦，認為可從中賺取佣金，遂以哥哥林嵩名義成立和碩科技，英文名稱「Pegatron technology Co.」與和碩，僅多了technology，讓國外客戶誤以為交易對象是和碩。

檢方認為，林岳利用職務之便，成立公司賺取產品價差，涉嫌背信、業務侵佔等罪，而胞兄林嵩雖稱是弟弟主導，檢不採信，將2人起訴；另林的吳姓下屬涉嫌改電腦資料，則不起訴。

## 越船入侵台海域 海巡稱無艦執法



圖中藍點編號3、4、5、6、7為越南船侵入位置。

琉球新漁船在沖之鳥礁海域遭日本扣押，8日越南籍漁船入侵台灣經濟海域。琉球區漁會通報海巡單位，得到答案竟是「大型艦艇皆在執行任務，無船可前往取締」，總幹事蔡實與痛批「政府軟弱，難怪周邊國家皆來欺負我們」。

海巡東沙分隊指出，該分隊執勤範圍為東沙環礁外24浬，因漁船回報位置均未在東沙24浬內，難有強制作為。《中國時報》報導，以往，若在24浬內發現違規漁船，會先舉旗警告，若不聽會，即派快艇前往喊話、驅離；若當場查獲重大非法捕魚行為，便進一步扣船及沒收漁具。

8日下午5時許，琉球新漁船有見財號船長陳鐵漢通報東港電台，在北緯20度40分，東經118度24分，及北緯18度，東經117度50分，發現越南籍漁船作業；振福祥號船長陳信和也在北緯21度10分，東經119度50分，及北緯21度15分，東經118度40分發現越船。

琉球區漁會指出，發現越南漁船5處地點，均在東沙島附近，距離台灣最近72浬，最遠155浬，均屬台灣經濟海域。台灣漁船當時發現越船正以集光燈捕魚，因已入侵台灣經濟海域，也擔心對方順手牽羊，偷走台灣船漁具，趕緊通報。漁會向第五海巡隊求援，沒想到

得到答案竟是「會將該海域作為巡邏重點，不過，目前大型艦艇已派到沖之鳥礁海域，及台菲重疊海域出任務，僅剩中小型巡邏艇，無法遠赴東沙取締。」

蔡實與怒斥，越南漁船常入侵台灣經濟海域作業，海巡單位只有驅趕並未扣船；現在越船成群結隊公然侵門踏戶，但台灣海巡卻說只剩小艇，難道我們小艇會輸越南漁船？海巡單位心態根本有問題。他說，越南可能看到最近東聖16號日本船，政府態度不夠強硬，才會來挑軟柿子吃，呼籲政府要強硬，否則連自家前庭後院亦任外人侵門踏戶。

## 幼稚園超收學生 遇到稽查就玩「躲貓貓」

違法超收，規避稽查是騙孩子要玩「躲貓貓」，台北市何嘉仁幼稚園三民分校遭家長投訴違法超收學生，教育局9日率現場稽查，業者竟試圖「藏人裝沒事」，最後仍被眼尖的稽查員發現，揪出被業者暗藏在隔間內的60多名學生。教育局表示，過去從未發現超收業者「藏人」躲稽查案例，除當場罰款，並勒令停招6個月。

何嘉仁幼稚園三民分校招收2至5歲的幼童，家長透露，孩子日前回家反映上課時被老師帶出教室，說要玩「躲貓貓」，但「很無聊，都不能說話」，且一玩就是一個上午。幾名家

長發現自家小孩都曾玩躲貓貓，不禁起疑，加上事後發現「玩遊戲」當天正巧是市府到校公安檢查，懷疑幼稚園超收學生，為避免被發現，才把學生藏起來。

教育局主秘廖文靜表示，何嘉仁三民分校向教育局立案時，登記為「嘉維」、「嘉勝」2家幼稚園，依法分別可收30人、32人，但向教育局呈報時，兩園皆說只收30人；前往稽查後卻發現，兩園分別收了68人、56人，等於違法多收了1倍的學生數。

廖文靜指出，合法招收的學生皆會投保幼兒園團體保險，但另一半「黑

戶」僅投保意外險，理賠範圍不如幼兒園保單廣泛，學生權益明顯受損。

因超收學生，聘用未合格教保人員，教育局當場裁罰罰鍰3萬元，另嘉勝未替其中一名合法招收的學生投保幼兒園保，再多罰15000元，罰款達45000元。因違規事實明確且情節嚴重，教育局更直接要求兩園都須停招6個月。

教育局指出，針對超收學生部分，業者需於3周內改進，可退費給家長或轉介學童至其他合法幼稚園，否則不排除繼續處以停招，最重可撤銷立案。



遭藏起的學生被教育局發現。

**CALIFORNIA High-Speed Rail Authority**

MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

**San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS**

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of Scoping Meetings to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated.

The NOP can be found here: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

For more information, please call (800) 435-8670 or the Authority's TTY/TTY number at (916) 403-6943, email the Authority at [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).

<b>SAN FRANCISCO</b> Monday, May 23, 2016 UCSF Mission Bay 5:00 to 8:00 P.M.  1500 Owens St., San Francisco, CA 94158	<b>SAN MATEO</b> Tuesday, May 24, 2016 San Mateo Marriott 5:00 to 8:00 P.M.  1770 S. Amphlett Blvd. San Mateo, CA 94402	<b>MOUNTAIN VIEW</b> Wednesday, May 25, 2016 SFV Lodge 5:00 to 8:00 P.M.  361 Villa St. Mountain View, CA 94041
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# Diệt cộng hay diệt vong?

Nguyễn Nhơn

## MẬT ƯỚC THÀNH ĐỒ

Và cái gì chờ đợi cũng đã đến, khi tờ chức Wikileaks công bố một tài liệu "mật ước" động trời liên quan đến Việt Nam. Đó là biên bản họp kín giữa ông Nguyễn Văn Linh Tổng Bí Đảng CSVN, ông Đỗ Mười Chủ tịch HĐBT đại diện cho phía Việt Nam và ông Giang Trạch Dân Tổng Bí Đảng Trung Quốc và thiết lập khu giao thông đường thủy tự do cho nhân dân địa phương sử dụng luồng hai bên bãi Tục Lâm và Đâu Gót. Tại khu vực Hoàng Mô, đường biên giới đi giữa ngấm như từ trước đến nay chứ không theo trung tuyến đồng chày qua công mới do Trung Quốc xây dựng những năm 1960. Khu vực mỏ má ở mốc 53 - 54 cũ (Cao Bằng) được giữ lại cho người dân Việt Nam mặc dù hai bên có nhận thức khác nhau về quy định của Hiệp ước 1999 về biên giới khu vực này đi theo chân núi. Khu vực rừng núi người dân Trung Quốc trông gần biên giới Quảng Ninh được bảo lưu cho phía Trung Quốc.[32]

Trong tài liệu tuyệt mật liên quan tới Việt Nam này của mình, Wikileaks khẳng định thông tin dưới đây nằm trong số 3.100 các bức điện đánh đi từ Hà Nội và Thành phố Hồ Chí Minh của cơ quan ngoại giao Hoa Kỳ tại Việt Nam gửi chính phủ Hoa Kỳ, tài liệu này có đoạn ghi rõ "...Vị sự tồn tại của sự nghiệp xây dựng thành công CNCS, Đảng CSVN và nhà nước Việt Nam để nghị phía Trung quốc giải quyết các mối bất đồng giữa hai nước. Phía Việt Nam xin làm hết mình để vận động tình hữu nghị lâu đời vốn có giữa hai đảng và nhân dân hai nước do Chủ tịch Mao Trạch Đông và Chủ tịch Hồ Chí Minh dày công xây đắp trong quá khứ và Việt Nam sẵn lòng muốn đồng ý sẵn sàng chấp nhận và để nghị phía Trung quốc để Việt Nam được hưởng quy chế Khu tự trị thực thuộc chính quyền Trung ương tại Bắc kinh như Trung quốc đã từng dành cho Quảng Đông, Tây Tạng, Ninh Mông, Tây Tân, Quảng tây... Phía Trung quốc đã đồng ý và chấp nhận để nghị nói trên, cho thời hạn phía Việt Nam trong thời hạn 30 năm (1990-2020) để Đảng CSVN giải quyết các bước tiến hành cần thiết cho việc gia nhập đại gia đình các dân tộc Trung quốc".

( [https://vi.wikipedia.org/.../Vn\\_...](https://vi.wikipedia.org/.../Vn_...) )  
Tóm tắt, công luận đã có lý khi cho rằng: Bằng hiệp định kế trên, nguy quyền "hàn nguy" đã dâng cho chủ chốt:

- 1/ Một dải đất biên giới 900Km2, bằng diện tích tỉnh Thái Bình
- 2/ Tron Ai Nam Quan, di tích lịch sử dân tộc
- 3/ Một nửa thác Bản Giốc, giang sơn gấm vóc của tổ tiên
- 4/ Một phần bãi Tục Lâm của dân Việt

## HIỆP ĐỊNH PHÂN ĐỊNH VINH BẮC BỜ

Sau 27 năm đàm phán, hiệp định Vịnh Bắc Bộ được Việt Nam và Trung Quốc ký kết ngày 25/12/2000. Việt Nam được 53.23% và Trung Quốc được 46.77% diện tích Vịnh.

Hiệp định này đã gây ra nhiều tranh cãi giữa người Việt.

Ở một thái cực là quan điểm cho rằng công ước Pháp-Thanh năm 1887 đã phân định toàn bộ Vịnh Bắc Bộ bằng kinh tuyến 108đ63' (đó cũng là quan điểm ban đầu của Việt Nam trong đàm phán), phân định lại là sai và thiệt hại cho Việt Nam. Ở thái cực kia là quan điểm cho rằng hiệp định Vịnh Bắc Bộ năm 2000 là công bằng.

( [www.bbc.com/.../110122\\_baicho\\_agreement\\_10y](http://www.bbc.com/.../110122_baicho_agreement_10y) )

Đặt ra một bên về các chi tiết kỹ thuật phức tạp, phần đông công luận đều cho rằng "hàn nguy" viết cộng đã nhượng cho một phần lớn ngư trường truyền thống của ngư dân Việt.

## HIỆP ĐỊNH PHÂN ĐỊNH BIÊN GIỚI TRUNG - VIỆT

Kết quả Hiệp định biên giới năm 1999 của Việt Nam và Trung Quốc

này làm đường biên giới

Tại khu vực thác Bản Giốc, theo quy định của Hiệp ước 1999, hai nước điều chỉnh đường biên giới đi qua cồn Pô Thoong, qua đả tích trạm thủy văn xây dựng những năm 1960, quy thuộc 1/4 cồn, 1/2 thác chính và toàn bộ thác cao cho Việt Nam.[32]

Tại cửa sông Bắc Luân, biên giới quy thuộc 3/4 bãi Tục Lâm và 1/3 bãi Đâu Gót cho Việt Nam, 1/4 bãi Tục Lâm và 2/3 bãi Đâu Gót cho Trung Quốc, và thiết lập khu giao thông đường thủy tự do cho nhân dân địa phương sử dụng luồng hai bên bãi Tục Lâm và Đâu Gót. Tại khu vực Hoàng Mô, đường biên giới đi giữa ngấm như từ trước đến nay chứ không theo trung tuyến đồng chày qua công mới do Trung Quốc xây dựng những năm 1960. Khu vực mỏ má ở mốc 53 - 54 cũ (Cao Bằng) được giữ lại cho người dân Việt Nam mặc dù hai bên có nhận thức khác nhau về quy định của Hiệp ước 1999 về biên giới khu vực này đi theo chân núi. Khu vực rừng núi người dân Trung Quốc trông gần biên giới Quảng Ninh được bảo lưu cho phía Trung Quốc.[32]

Theo Hiệp ước 1999, đường biên giới cắt ngang qua bản Ma Lý Sán (gồm 05 hộ, 35 khẩu thuộc tỉnh Hà Giang) và khu 13 nhà của người dân Trung Quốc gần Lang Sơn, nhà trên cồn đất cho nhau trên cơ sở cân bằng diện tích, không xáo trộn đời sống dân cư...[32]

( [https://vi.wikipedia.org/.../Vn\\_...](https://vi.wikipedia.org/.../Vn_...) )

Tóm tắt, công luận đã có lý khi cho rằng:

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## HIỆP ĐỊNH PHÂN ĐỊNH BIÊN GIỚI TRUNG - VIỆT

Kết quả Hiệp định biên giới năm 1999 của Việt Nam và Trung Quốc

NGUYỄN

Dự án khai thác bauxite ở Tây Nguyên là một loạt các dự án khai thác mỏ bô xít ở khu vực Tây Nguyên, Việt Nam. Dự án này đã gây ra nhiều ý kiến tranh cãi khác nhau trong dư luận, báo chí, Quốc hội.[1] Các ý kiến chủ yếu xoay quanh vấn đề an ninh, quốc phòng, hiệu quả kinh tế, hậu quả xã hội, tác động đối với môi trường sinh thái, công nghệ Trung Quốc lạc hậu, việc sử dụng lao động phổ thông Trung Quốc tại khu vực Tây Nguyên trái với Luật lao động Việt Nam.[2]

Từ năm 2001, trong Đại hội IX, dự án này đã được Bộ Chính trị Đảng Cộng sản Việt Nam thông qua:[4] "Chủ trương tuyển đồng chí, chế biến bauxite là chủ trương nhất quán từ Đại hội IX và Đại hội X của Đảng đến nay".[5]

Ngày 1 tháng 11 năm 2007, Thủ tướng Chính phủ đã ký quyết định 167 phê duyệt quy hoạch phân vùng, thăm dò, khai thác, chế biến, sử dụng quặng bô xít từ giai đoạn 2007-2015, có xét đến năm 2025.[6]

Một số ý kiến của đại biểu Quốc hội cho rằng Chính phủ Việt Nam đã "lách luật" khi tách cụm dự án thành nhiều dự án nhỏ để Chính phủ phê duyệt vì theo quy định của Luật xây dựng, đối với những dự án có tổng mức đầu tư từ 10.000 tỷ đồng trở lên phải được Quốc hội chấp thuận.[1][7]

...

## SỰ CỐ

- Ngày 8 tháng 10 năm 2014 hai thái quặng đuôi số 5 của dự án Tân Rai đã bị vỡ đê, 5 ngàn mét khối nước và bùn đổ đã tràn ra ngoài.[18]

- Ngày 13 tháng 2 năm 2016 đường ống dẫn nước có chứa chất xút độc hại từ hồ bùn đỏ của Nhà máy nhôm Tân Rai bị vỡ khiến nước chảy tràn ra ngoài.[19] Sau khi tiến hành kiểm tra, Sở Tài nguyên - môi trường tỉnh Lâm Đồng kết luận: nguyên nhân dẫn đến sự cố vỡ đường ống được xác định là do khớp nối bị "lão hóa" dẫn tới bục đường ống.[20] Đánh giá việc đường ống bị lão hóa chỉ sau 4 năm sử dụng, ông Nguyễn Văn Ban - nguyên Trưởng ban Nhóm - Titan, Tổng Công ty Khoáng sản Việt Nam, cho rằng đó là: "hệ quả công nghệ Trung Quốc".[21]

...

Ngày 18/03/2009, nhà báo Lê Phú Khải đã viết thư lên tổng bí thư Nông Đức Mạnh rằng:[33]

Vấn đề bauxite còn nguy hại gấp trăm ngàn lần cái cách ruộng đất, vì nó hủy diệt cả dân tộc ta như các nhà khoa học đã dự báo. Mười năm nữa sông Đồng Nai và những con sông khác nguồn từ Tây Nguyên bị nhiễm bùn đỏ thì cả miền Trung, Đông Nam Bộ và TP.HCM lấy gì mà uống, những bà mẹ sẽ đẻ ra toàn quái thai. Vì sự tàn khốc đó mà Trung Quốc đã đồng ý của các mỏ bauxite của họ trên toàn quốc vào năm 2008. Chính vì lẽ đó, với tư cách một công dân, một nhà báo lão năm, tôi kiến nghị lên Ông Tổng Bí thư, người có trách nhiệm cao nhất của Đảng cầm quyền: Hãy đưa vấn đề khai thác bauxite ở Tây Nguyên ra bàn ở cấp lãnh đạo cao nhất của Đảng, Quốc hội và Nhà nước để dừng lại dự án này khi chưa qua

## CALIFORNIA

### High-Speed Rail Authority

MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

### San Francisco to San Jose Project Section

#### PUBLIC SCOPING MEETINGS

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of Scoping Meetings to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated.

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For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).

<b>SAN FRANCISCO</b> Monday, May 23, 2016 UCSF Mission Bay 5:00 to 8:00 P.M. 1500 Owens St., San Francisco, CA 94118
<b>SAN MATEO</b> Tuesday, May 24, 2016 San Mateo Marriott 5:00 to 8:00 P.M. 1770 S. Amphlett Blvd. San Mateo, CA 94402
<b>MOUNTAIN VIEW</b> Wednesday, May 25, 2016 SFV Lodge 5:00 to 8:00 P.M. 361 Villa St. Mountain View, CA 94041

muốn.

## AN NINH QUỐC PHÒNG

Một trong các quan ngại lớn trong dự luận là sự tham gia của hàng ngàn người Trung Quốc tại địa bàn Tây Nguyên, nơi có vị trí chiến lược to lớn về an ninh, quốc phòng.[47]

( [https://vi.wikipedia.org/.../Dy\\_a...](https://vi.wikipedia.org/.../Dy_a...) )

Bất chấp mọi phản kháng của mọi người, mọi giới, hán nguy viết cộng vẫn một mực tiến hành dự án nhượng cho chệt khựa quyền khai thác bauxite Tây nguyên với hoàn hoàn tiềm phục chệt người, mất nước.

Từ thời triều Nguyễn, Tây nguyên vẫn là vùng đất trọng yếu của Quốc gia, mệnh danh là "Hoàng Triều Cương Thổ."

Các chiến lược gia Miền Nam, từ Tổng thống Ngô Đình Diệm đến các hàng tướng lãnh đều mệnh danh "Tây nguyên là Nóc nhà Việt Nam." Ai chiếm đóng Tây nguyên sẽ không chế cả Miền Nam.

Hiện tại, lực lượng cá vạ công nhân chệt có thể là "đặc công", bất cứ lực nào cũng có thể ra tay phá hoại: Cho nổ các hồ chứa bùn đỏ tràn xuống Lâm Đồng và cả một dãy vùng duyên hải Cam Ranh, Ninh Thuận, Bình Thuận gây hỗn loạn và lập đầu cầu không vận cho đại quân chệt cộng đổ xuống xuống Tây nguyên tiến chiếm cả Nam Phần giống như chiến dịch "hồ 1975!

## NHƯỜNG QUYỀN KHAI THÁC RỪNG ĐÁU NGUỒN

Chúng đã nhượng biển, nay nhượng nốt rừng!!!

... Và người ta những tưởng như thế là đủ các

(Xem tiếp trang A6)

## KHÁI NIỆM...

(Tiếp theo trang A3)

bất kỳ thứ gì có lợi cho đảng, cho nhà nước cũng như cho sự bảo đảm độc tài, độc đoán với hai chữ yêu nước.

Mức độ lỏng lẻo ngày càng gia tăng đến độ lộng giả thành chân. Và người ta đã khéo léo nhét cả những vấn đề không hề liên quan, thậm chí là phản nghĩa vào hai chữ yêu nước. Ví dụ như gần đây nhất, ông Bộ trưởng Bộ Công thương Việt Nam kêu gọi người dân "Tiêu thụ hải sản là yêu nước". Không biết khi nói câu này, ông Bộ trưởng này suy nghĩ gì và suy nghĩ được tới đâu mà ông lại mệnh miêng nói một câu hết sức phản động như vậy!?

Xét về bản chất, câu nói của Bộ trưởng Bộ công thương là câu nói phản động từ tư hại hương: Phản động về mặt dân tộc học và; Phản động về mặt chính trị.

Ở khía cạnh dân tộc học, câu kêu gọi mua hải sản, tiêu thụ hải sản là yêu nước trong lúc chưa có kết luận chính thức của khoa học rằng trong nước biển có độc hay không? Trong thịt của cá có chứa độc tố hay không và mức độ nguy hiểm của nó đến đâu. Lẽ ra, một người yêu dân tộc, yêu đất nước và thấy rằng mình phải có trách nhiệm duy trì nòi giống thì phải đứng lên kêu gọi ngư dân ngừng đánh bắt, người dân ngừng dùng hải sản và quần áo, công an phải đi bắt mình vào vị trí báo động đỏ, đất nước đang lâm nguy. Đảng này ông kêu gọi tiêu thụ hải sản.

Sở dĩ phải kêu gọi nhân dân ngưng ngay việc tiêu thụ hải sản bởi vì rất có thể người Trung Quốc đã bỏ độc vào biển Việt Nam và chắc chắn rằng khi ăn hải sản vào, tương lai dân tộc sẽ ngừng tay gang bởi chưa biết đi chứng của con người sẽ ra sao khi độc tố phát tác. Và đừng ăn cá, chuyển sang loại hình thực phẩm mới, tổ chức cho ngư dân nuôi trồng thủy sản nước ngọt, kêu gọi quân đội chọn mức báo động đỏ để phòng ngừa lúc ngư dân không có mặt trên biển (thiếu mặt trận quân chúng) để quan sát thì kẻ xâm lược sẽ tấn công, đi chuyển quân hoặc lần xây dựng để xem như chương đã rồi. Để phòng chuyển giặc đến sát cửa, sáng ra mở cửa thây giặc đứng tập thể đục trước nhà mới biết đất nước có biển.

Lời kêu gọi đó mới có giá trị báo về nòi giống, báo về dân tộc, báo về quốc gia, lãnh thổ, lãnh hải. Và đứng trên phương diện chính trị để bán, lời kêu gọi tiêu thụ hải sản là yêu nước của ông Bộ Trưởng Bộ Công thương Việt Nam cho đến bây giờ vẫn không có lời đính chính nào của các ông, các bà trong bộ chính trị Cộng sản Việt Nam. Điều này chứng tỏ đã có sự đồng thuận và chỉ định người nói trong bộ chính trị Cộng sản Việt Nam.

Và điều này cũng cho thấy sự vô tâm, không có trách nhiệm với dân tộc, với quốc gia và quốc gia của đảng Cộng sản Việt Nam. Lời kêu gọi "tiêu thụ hải sản là yêu nước" trong lúc hải sản bị nhiễm độc có lời đính chính nào của các ông, các bà trong bộ chính trị Cộng sản Việt Nam. Điều này chứng tỏ đã có sự đồng thuận và chỉ định người nói trong bộ chính trị Cộng sản Việt Nam.

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gọi này chẳng khác nào tiếp tay cho giặc, công răn cần gà nhà. Kêu gọi tiêu thụ hải sản lúc này chẳng khác nào kêu gọi cả dân tộc cùng nhau tự tử.

Mà khi cả dân tộc này "yêu nước" cùng nhau tự tử thì ai được lợi? Không cần trả lời cũng thấy ai đã và đang được lợi trong chuyện này. Chưa bao giờ mà một bộ phận lớn thanh niên Việt Nam trở nên yêu duối, quê quốc bởi rựu chệt, đâm thù chệt muốn, xi ke ma thay như lúc này. Chừng đó "yêu nước" chưa đủ cho các ông hay sao mà bây giờ các ông lại kêu gọi "yêu nước" bằng cách ăn cá có độc?!

Hay là các ông không biết gì, không hiểu gì? Nếu thực tâm các vị đều không biết gì, không hiểu gì thì xin khuyến cáo vị phải ngay tức thời giải trừ, đập bỏ chế độ Cộng sản đi, bởi sự dốt nát và ham quyền lợi vì của các vị đang làm cho đất nước này đi hết điều đứng này sang tài họa khác. Các vị phải ngay tức khắc bước không vô đài chính trị để không người hiểu biết, có tính lịch cho dân tộc, quốc gia lên cầm quyền để bảo đảm dân tộc Việt Nam không bị diệt vong dưới bàn tay của Trung Cộng!

Hơn bao giờ hết, chúng tôi tha thiết kêu gọi các vị phải sáng suốt và thật trọng, đứng để đồng tình và sự hào phóng tâm thời làm lửa mất, làm hồng tâm nhìn và làm cho cả một dân tộc lao xuống hố tự tử! Nếu còn một chút tự trọng và trách nhiệm, các vị phải dùng ngay việc hô hào "yêu nước" như đã thấy và dùng danh từ khái niệm thêm nữa.

Bởi vậy nước không thể là ru nhau tự tử cả một dân tộc một cách mù quáng và ngu ngốc theo lời kêu gọi của các vị được. Và các vị phải tức thời tìm ra và làm rõ nguyên nhân cá chệt, biến chệt. Cũng như các vị phải dùng ngay hành động ban đêm. Khi đất nước này rơi vào tay giặc thì các vị được yên thân chẳng? Các vị phải nghĩ rằng khi xâm chiếm một quốc gia, thứ mà kẻ ngoại xâm nhắm đến sớm nhất chính là những khối tài sản kết xù của quốc gia lại thu trọn. Đến đây các vị chắc cũng đã minh!

Và một lần nữa, yêu cầu các vị ngưng ngay hành vi đánh tráo không đồng nghĩa với ngu ngốc, mù lòa, củi đầu vong nê và đốt cháy đồng loại, đồng tộc để giữ quyền lực như các vị đã và đang làm! Có thể đại náo mà khái niệm yêu nước bị đánh tráo và ru rừng như thời đại Cộng sản Hồ Chí Minh này! □

G.2-6

make during the day - anywhere, even at the work place - to improve your wellness and reduce your risk of type 2 diabetes. As part of the American Diabetes Association's(R) Wellness Lives Here(SM) initiative, the Association encourages everyone to get active for National Get Fit Don't Sit Day(SM) with these 10 tips for the workplace and beyond.

**Park a few blocks away from the office each morning and walk to work.**

This allows you to start off your mornings energized and ready to take on the workday. If you take public transportation, get off one stop earlier to squeeze in some light exercise before 8 a.m.

**Take the stairs instead of the elevator.**

Waiting for the elevator often takes just as long as walking up the stairs, so why not use this opportunity to get your heart rate up? Plus, you'll get the chance to work your leg muscles.

Rather than sending an email every time you have a question, go to your coworker's office to discuss the issue face-to-face. This gives you a good excuse to get moving and a chance to more effectively hash out solutions in person.

**Use your lunch break to move around outside.**

So many Americans today work through their lunch break. When possible, take

get your body moving.

**Pace around the office during conference calls.**

Conference calls are the perfect time to be active. Put clients and coworkers on speaker, or use your mobile phone during meetings to move around without any trouble.

**Do chair exercises at your desk.**

You've been wanting to tone

**Fidget when you work.**

Small movements and quick exercise breaks add up, especially in a sedentary work place, so challenge yourself to stand, stretch or even tap a foot to bring motion into otherwise still parts of your day. Just remember to keep it professional!

Making a point to move throughout the day puts you on the right track toward wellness. Try it out!

 <h1>CALIFORNIA</h1> <p>Autoridad del Riel de Alta-Velocidad</p>	<p><b>SAN FRANCISCO</b> Lunes, 23 de mayo, 2016 UCSF/Mission Bay 5:00 a 8:00 P.M. 1500 Owens St., San Francisco, CA 94158</p>
	<p><b>SAN MATEO</b> Martes, 24 de mayo, 2016 San Mateo Marriott 5:00 a 8:00 P.M. 1770 S. Amphlett Blvd. San Mateo, CA 94402</p>
<p><b>MOUNTAIN VIEW</b> Miércoles, 25 de mayo, 2016 SFV Lodge 5:00 a 8:00 P.M. 361 Villa St. Mountain View, CA 94041</p>	

**LAS REUNIONES INCLUYEN UNA PRESENTACIÓN A LAS 6:00 P.M.**

*Proyecto para la Sección de San Francisco a San José*

**REUNIONES PÚBLICAS PRELIMINARES**

La Administración Federal de Ferrocarriles (FRA) y la Autoridad del Riel de Alta-Velocidad de California (Autoridad) ha emitido una Nota de Preparación (NOP) indicando que intentan preparar un Reporte del Impacto Ambiental/ Declaración del Impacto Ambiental (EIR/EIS) para la Sección de San Francisco a San José del Proyecto del Riel de Alta-Velocidad de California. Habrán una serie de Reuniones Públicas Preliminares para solicitar aportes de agencias y del público sobre los temas preliminares y alternativas que serán evaluados.

El NOP se puede encontrar aquí: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

Para más información, por favor llame al (800) 435-8670 o al número TTY/TTD de la Autoridad al (916) 403-6943, correo electrónico de la Autoridad: [san francisco\\_san.jose@hsr.ca.gov](mailto:san francisco_san.jose@hsr.ca.gov), o visite [www.hsr.ca.gov](http://www.hsr.ca.gov).

al actor George R...  
al cantante R...  
La Meta y a l...

**BERNIE SANDERS**  
**REFORMA MIGRATI**

- Crear una ruta clara para que los inmigrantes obtengan la ciudadanía.
- Permitir que los inmigrantes obtengan la licencia de salud bajo la Ley de Salud Asequible (ACA).
- Establecer una política que unifique a las familias.
- Regular flujos migratorios.
- Regular la reforma del sistema de los acuerdos comerciales.
- Abandonar la idea de tener una frontera cerrada ante el mundo.
- Eliminar programas que separan a los niños de sus familias.

"Trabajé con...  
el Congreso y vi...  
su compromiso...  
que tanto afecta...  
latinas: Un...  
los empleados;...  
toría, mejor...  
educativas y...  
para las familias...  
conmigo en

**SU VOTO**  
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**VOZ**

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**TOWN OF PORTOLA VALLEY  
NOTICE OF A PUBLIC HEARING ON  
PROPOSED AMENDMENT TO THE GREEN  
BUILDING ORDINANCE**

**NOTICE IS HEREBY GIVEN** that the Planning Commission of the Town of Portola Valley will hold a public hearing on the Proposed Amendment to the Green Building Ordinance on **Wednesday, June 1, 2016 at 7:00 p.m.**, in the Town Council Chambers (Historic Schoolhouse), 765 Portola Road, Portola Valley, California.

AMENDMENTS TO TITLE 15 (BUILDINGS AND CONSTRUCTION), CHAPTER 15.10 (GREEN BUILDING) OF THE PORTOLA VALLEY MUNICIPAL CODE WITH REGARD TO APPLICABILITY-PURPOSE AND STANDARDS OF COMPLIANCE FOR THE GREEN BUILDING ORDINANCE.

The proposed amendments to the Green Building Ordinance adjust the standards of compliance in response to the most recent adopted version of the California Building Code and include additional measures for new construction.

Public hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge a proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at a Public Hearing(s) described above, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing(s).

Information pertaining to the proposal may be viewed at Town Hall Building and Planning Department, Monday through Friday, 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m. All interested persons are invited to appear before the Planning Commission to be heard at the time and place mentioned above.

 **CALIFORNIA**  
High-Speed Rail Authority

**San Francisco to San Jose Project Section  
PUBLIC SCOPING MEETINGS**

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of **Scoping Meetings** to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated. The NOP can be found here: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

**MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.**

SAN FRANCISCO	SAN MATEO	MOUNTAIN VIEW
Monday, May 23, 2016	Tuesday, May 24, 2016	Wednesday, May 25, 2016
UCSF Mission Bay 5:00 to 8:00 P.M.	San Mateo Marriott 5:00 to 8:00 P.M.	SFV Lodge 5:00 to 8:00 P.M.
1500 Owens St. San Francisco, CA 94158	1770 S. Amphlett Blvd. San Mateo, CA 94402	361 Villa St. Mountain View, CA 94041

For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at [san.franisco\\_san.jose@hsr.ca.gov](mailto:san.franisco_san.jose@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).

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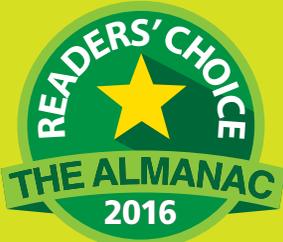
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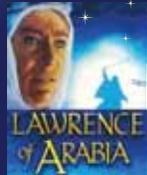
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■ OBITUARY

**H. Richard Hollow**

Humphrey Richard Hollow, a Mountain View resident, died of complications from Parkinson's disease on April 23. He was 85.

Born in the United Kingdom on Nov. 27, 1930, he graduated from college as an engineer and worked in the oil fields of Iraq, where he lost part of his right hand in a blasting accident.

After relocating to California, he worked at NASA Ames and Syre in Mountain View for about 20 years, and retired in 1996. He loved his work as an experimental engineer where he designed parts for the space shuttle training vehicles, according to his friend Carol Godsave. He enjoyed hunting,



H. Richard Hollow

fishing and flying the occasional colorful kite. After a successful day of fishing, he enjoyed preparing tasty fish dinners, she said. He contracted Parkinson's disease about 10 years ago, which slowed down his physical activities as the years progressed.

He was preceded in death by his parents and his brother, Tony; all of whom lived in the Isles of Scilly. His local family included his best friends Jerrold and Claudia Wycoff of Grants Pass, Ore., and their daughter-in-law, Kim, and grandson, Joey, of San Jose.

According to his wishes, his ashes will be scattered over one of his favorite fishing spots on the Rogue River in Oregon.

Memorial donations may be made to his favorite charities, the Royal National Lifeboat Institute (Isles of Scilly) and the Guide Dogs of America.

■ COMMUNITY BRIEFS

**HIGH SCHOOL FOUNDATION RAISES OVER \$1.5M**

The Mountain View-Los Altos High School Foundation announced last week that it is be granting the Mountain View-Los Altos High School District a record-breaking \$1.575 million for school programs.

At an annual dinner last month, foundation Executive Directors Laura Roberts and Margaret Gong presented the grant money to Superintendent Jeff Harding and the school board, which will help to pay for academic programs at both Mountain View and Los Altos high schools.

The extra money will help fund the district's "innovation learning" grants, which allow students to take on projects including TED talks and acting workshops, and pay for science equipment and projects including stratospheric balloon launches. The money also goes towards wellness programs, including panels on student wellness, staff support for stress management and extended counseling hours.

The foundation broke its previous record of \$1.5 million, which was set last year and helped to pay for reduced class sizes and tech upgrades in the classroom.

**NEW SHUTTLE PROGRAM LAUNCHED FOR HOSPITAL EMPLOYEES**

El Camino Hospital and Stanford Children's Health are teaming up on a new transit service to help get employees from the downtown Mountain View transit station to the El Camino Hospital campus and the new Stanford Children's Health facility in Sunnyvale.

In a ribbon-cutting event on Wednesday, May 18, both organizations announced the launch of a new shuttle service, which will provide a transit link for hospital employees and staff looking to travel from the Caltrain and VTA lightrail stations in downtown Mountain View. The shuttle will operate Monday through Friday during the morning and evening commute hours. The shuttles are equipped with bike racks and free WiFi.

The shuttle is part of a long-term effort to reduce the demand for parking on the El Camino Hospital campus, and reducing the number of employees traveling to work in single-occupancy vehicles, according to hospital spokeswoman Jennifer Thrift.

—Kevin Forestieri

**VOTER REGISTRATION DEADLINE**

The deadline to register to vote is the fifteenth day before the election. For California's June 7 primary election, that deadline is the end of the day on Monday, May 23.

For more information, or to register to vote, go to [registertovote.ca.gov](http://registertovote.ca.gov).

—Mountain View Voice staff

**VTA'S SUMMER YOUTH PASSES**

The Santa Clara Valley Transportation Authority is offering a special, low-fare pass for teens and kids during the summer months, starting Tuesday, May 17.

The Summer Youth Pass will allow unlimited rides all summer long on VTA light rail trains and buses for just \$75 for people 18 and under, VTA officials said.

The price of the summer pass is \$60 less than three monthly passes, according to VTA officials.

The passes can be used on all VTA buses and light rail trains throughout Santa Clara County, between June 1 and August 31, VTA officials said. The passes are optimal for teens headed to summer jobs at local malls, Raging Waters, Paramount's Great America and other places throughout the county, according to VTA officials.

Teens and kids can purchase the pass at [vta.org/syp](http://vta.org/syp) through July 15.

—Bay City News Service

**Mountain View Los Altos Soccer Club**

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Los Altos High School Grass Fields

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9:00-10:00am

Boys and Girls Born in 2009  
June 4, 2016  
10:15-11:15am

Register at [www.mvlasc.org](http://www.mvlasc.org)



**CALIFORNIA High-Speed Rail Authority**

**San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS**

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of **Scoping Meetings** to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated. The NOP can be found here: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

**MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.**

SAN FRANCISCO	SAN MATEO	MOUNTAIN VIEW
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UCSF Mission Bay 5:00 to 8:00 P.M.	San Mateo Marriott 5:00 to 8:00 P.M.	SFV Lodge 5:00 to 8:00 P.M.
1500 Owens St. San Francisco, CA 94158	1770 S. Amphlett Blvd. San Mateo, CA 94402	361 Villa St. Mountain View, CA 94041

For more information, please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943, email the Authority at [san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov), or visit [www.hsr.ca.gov](http://www.hsr.ca.gov).



CITY OF MOUNTAIN VIEW

**MOUNTAIN VIEW COMMUNITY SHUTTLE PILOT PROGRAM FEEDBACK SURVEY**

The City of Mountain View wants to hear from you regarding your use of and satisfaction with the shuttle service and if there are changes or improvements you'd like to recommend.

Take the survey on-line at:  
[MountainView.gov/ShuttleSurvey](http://MountainView.gov/ShuttleSurvey).

Paper copies of the survey are available at the Mountain View City Hall, Community Center, Senior Center, Teen Center and Library.

**Survey responses will be collected through June 3, 2016.**

Additional information is available at [MVCommunityShuttle.com](http://MVCommunityShuttle.com) or by calling (855) 730-7433.



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financially healthy year. A critical budget trade-off, he said, is having less money available to reduce class sizes across the district.

The district has long relied on taxpayers to help fund class-size reduction through parcel taxes. The first parcel tax was passed in 2001 with a primary purpose of keeping class sizes small, and voters approved measures again in 2005 (following a failed attempt to renew in 2004), 2010 and 2014.

Since 2010, the parcel tax has provided approximately \$25 million to fund class-size reductions, according to the district's parcel-tax expenditure plans.

In 2015, Measure A funds provided \$5.9 million to reduce class sizes and \$2.9 million for new teachers to accommodate enrollment growth, according to the plan.

Yet classes are still large at many of Palo Alto's schools — particularly at the secondary level, where two parents' recent data analysis showed middle and high school classes are larger than board-

established class-size targets.

Dauber, for his part, argued at the May 10 board meeting that it should not be an either/or budget decision: The district could still offer a healthy raise to teachers while having the funds necessary to bring class sizes down.

He suggested the district offer 3 percent pay increases each year over the next three years, plus one-time bonuses. This would free up an estimated \$2.9 million this year and \$4.4 million in the next two years — the equivalent of 35 new teachers — to support smaller classes, according to Dauber. Thirty-five teachers could reduce class sizes at the high schools by an average of six students, the same number at the middle schools or by three at the elementary schools, he said.

The board will meet on Tuesday, May 24, in the district office at 25 Churchill Ave. starting at 6:30 p.m. ■

*Staff Writer Elena Kadvaný can be emailed at ekadvany@paweekly.com.*

## Teacher pay

(continued from page 12)

### PAUSD teacher salary increases over the last 10 years

- 2014-15:** 4.5 percent (retroactive) + 0.5 off-schedule payment
- 2013-14:** 4 percent + 2 percent off-schedule payment
- 2012-13:** 3 percent + 1.5 percent off-schedule payment
- 2011-12:** 1 percent off-schedule payment
- 2010-11:** 0 percent
- 2009-10:** 0 percent
- 2008-09:** 2.5 percent + 2.5 percent off-schedule payment
- 2007-08:** 2.5 percent
- 2006-07:** 5 percent

*\*Source: California Department of Education*



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# CALIFORNIA High-Speed Rail Authority

## San Francisco to San Jose Project Section PUBLIC SCOPING MEETINGS

The Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) have released a Notice of Preparation (NOP) indicating that they intend to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Section of the California High-Speed Rail Project. There will be a series of Scoping Meetings to solicit input from agencies and the public on the scope of topics and alternatives to be evaluated. The NOP can be found here: [http://hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

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## Cuckoo

(continued from page 7)

Sand Hill hotel.

Geoff Seyon, also a club member and a tenant of BootUp, said that attending events at Cuckoo's Nest has helped him connect with people who could help him with his startup.

Membership in the club is private and doesn't come cheap. The standard annual membership costs \$3,000 for people who live in Silicon Valley and \$1,500 for people who live more than 100 miles away. People under 30 years old can join for \$1,250.

Prospective club members can be nominated or can submit applications to join.

Neighborhood resident Nancy Wagner said she'd like to see the club open to the neighborhood more often. She said she often walks by, sees events going on and thinks they "(look) kind of fun."

In the future, Williams said, the membership will be equal parts women and men. Right now, with 300 members, the ratio is about 35 percent women and 65 percent men, he said.

Ten Vaanholt said the club would give a 50 percent discount on memberships to neighbors. The club could host more open events, like barbecues, for neighbors twice a year, Agarwal said.

As for the issue of parking, the Cuckoo's Nest operators said that they would use the nearby parking lot of 66 Willow Place, occupied by Stanford Health Care Planning Design & Construction, for overflow event parking.

However, according to Courtney Lodato, a public relations manager for Stanford, the organization has no intention of providing parking for the club's events. ■

*Staff Writer Kate Bradshaw can be emailed at kbradshaw@almanacnews.com.*

## Public Agenda

A preview of Palo Alto government meetings next week

**COUNCIL FINANCE COMMITTEE ...** The committee plans to wrap up its review of the Fiscal Year 2017 budget and to hear an update on the Palo Alto Municipal Golf Course reconfiguration project. The meeting will begin at 11 a.m. on Monday, May 23, in the Council Chambers at City Hall, 250 Hamilton Ave.

**BOARD OF EDUCATION ...** The board will vote on new agreements with its teachers and classified employees unions; vote on several budget requests, including a proposal to implement full-day kindergarten; hear a report on the California Mathematics Placement Act of 2015; discuss contracts for legal services for 2016-17 and several board policies. The meeting will begin at 6:30 p.m. on Tuesday, May 24, at district headquarters, 25 Churchill Ave.

**CITY COUNCIL ...** The council plans to meet in a closed session to discuss the city's labor negotiations with the Palo Alto Police Managers' Association; the Palo Alto Fire Chiefs' Association; the Utilities Management and Professional Association of Palo Alto; and the city's management, professional and confidential employees. The council will also hold a public hearing on 2515-2585 El Camino Real, a proposed mixed-use development at the current site of Olive Garden; consider a contract for design services for the U.S. Highway 101 overcrossing; and discuss the latest revisions to the Urban Forest Master Plan. The closed session will begin at 5 p.m. on Monday, May 23. Regular meeting will follow in the Council Chambers at City Hall, 250 Hamilton Ave.

**COUNCIL RAIL COMMITTEE ...** The committee plans to meet at 8:30 a.m. on Wednesday, May 25, in the Community Meeting Room at City Hall, 250 Hamilton Ave.

**PLANNING AND TRANSPORTATION COMMISSION ...** The commission plans to hold a public hearing on the Draft Environmental Impact Report for the Comprehensive Plan update; consider a proposal for a single-story overlay from Faircourt Tracts 3 and 4; and review the proposed tentative map for 567 Maybell Ave., a proposal that includes 16 single-family lots. The meeting will begin at 6 p.m. on Wednesday, May 25, in the Council Chambers at City Hall, 250 Hamilton Ave.

**CITY/SCHOOL LIAISON COMMITTEE ...** The committee plans to meet at 8 a.m. on Thursday, May 26, in the Community Meeting Room at City Hall, 250 Hamilton Ave.

**HISTORIC RESOURCES BOARD ...** The board plans to review the application from Avenidas to renovate and expand its facility at 450 Bryant St. The meeting will begin at 6 p.m. on Thursday, May 26, in the Council Chambers at City Hall, 250 Hamilton Ave.



## NOTICE OF A PUBLIC MEETING of the City of Palo Alto Architectural Review Board (ARB)

**8:30 A.M., Thursday, June 2, 2016, Palo Alto Council Chambers, 1st Floor, Civic Center, 250 Hamilton Avenue.** Plans may be reviewed online at: <http://www.cityofpaloalto.org/planning-projects>. If you need assistance reviewing the plan set, please visit our Development Center at 285 Hamilton Avenue. For general questions about the hearing contact Alicia Spotwood during business hours at 650.617-3168.

799 Embarcadero Road [16PLN-00123]: Request for Preliminary Architectural Review of concept plans for a two-story, 6,500 square foot replacement fire station building proposed at Palo Alto Fire Station #3, located on the northwest corner of Embarcadero Road and Newell Road at the southeasterly edge of Rinconada Park on an 18.27 acre, city-owned property zoned Public Facility (PF). For more information, contact Amy French at [amy.french@cityofpaloalto.org](mailto:amy.french@cityofpaloalto.org).

**Comprehensive Plan Update:** Request for approval of Architectural Review Board Subcommittee comments as formal ARB comments for the Comp Plan Update Draft EIR. For more information, contact Elena Lee at [elena.lee@cityofpaloalto.org](mailto:elena.lee@cityofpaloalto.org).

**Jodie Gerhardt, AICP  
Manager of Current Planning**

The City of Palo Alto does not discriminate against individuals with disabilities. To request an accommodation for this meeting or an alternative format for any related printed materials, please contact the City's ADA Coordinator at 650.329.2550 (voice) or by e-mailing [ada@cityofpaloalto.org](mailto:ada@cityofpaloalto.org).

**Appendix G.3**  
**Electronic Notices**

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NEWS RELEASE

May 9, 2016

Ricci Graham  
408-277-1086 (w)  
408-348-3433 (c)  
[Ricci.Graham@hsr.ca.gov](mailto:Ricci.Graham@hsr.ca.gov)

## High-Speed Rail Authority Initiates Environmental Review Process for the San Francisco to San Jose Portion of the Statewide System *Solicits Public Input and Hosts Public Scoping Meetings*

**SAN FRANCISCO, Calif.** – Today, the California High-Speed Rail Authority (Authority) issued a Notice of Preparation (NOP) to initiate a project level environmental impact report (EIR)/environmental impact statement (EIS) for the San Francisco to San Jose project section. At the same time, the Authority's federal partner, the Federal Railroad Administration (FRA) issued a new notice of intent (NOI) to initiate the federal environmental review process for the project section. The issuance of the NOP/NOI is to inform stakeholders (members of the public, tribes, federal, state and local agencies, organizations and other parties) about the blended system and solicit their input on the scope of the environmental document and proposed project.

The preparation of the San Francisco to San Jose environmental document for the blended system will involve a scoping and public outreach process; development of preliminary engineering designs; and assessment of environmental effects associated with the construction, operations and maintenance of the high-speed rail system including track, ancillary facilities and stations, along the Caltrain corridor.

The San Francisco to San Jose Project Section is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at San Francisco 4<sup>th</sup> and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae) and San Jose. The approximately 51-mile project section will be a blended system which will support a

modernized Caltrain commuter service and high-speed rail service primarily on shared tracks. The blended approach minimizes impacts on surrounding communities, reduces project costs, improves safety and expedites implementation.

As part of the issuances of the NOP/NOI, a formal comment period related to public scoping starts which allows for public comments to be received until **June 10, 2016**. All comments will be considered in the preparation of the environmental documents and become part of the record. The comments received at these meetings allow the Authority to take into account the areas of community and environmental concern related to the high-speed rail project.

The Authority will be hosting three public scoping meetings to inform the public of the proposed project and solicit input on the scope of the environmental document. The meetings will be held from 5:00 p.m. – 8:00 p.m. with a formal presentation and opportunity to verbally state your comment into the record at 6:00 p.m. The meetings will be held as follows:

**San Francisco**

Monday, May 23, 2016  
UCSF Mission Bay  
1500 Owens St.  
San Francisco, CA 95158

**San Mateo**

Tuesday, May 24, 2016  
San Mateo Marriott  
1770 S. Amphlett Blvd.  
San Mateo, CA 94402

**Mountain View**

Wednesday, May 25, 2016  
SFV Lodge  
361 Villa St.  
Mountain View, CA 94041



# CALIFORNIA High-Speed Rail Authority

## PUBLIC SCOPING MEETING NOTICE

### San Francisco to San Jose Project Section

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization program that invests billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The **San Francisco to San Jose Project Section** is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at 4th and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae), and San Jose.

The approximately 51-mile project section is planned to be a blended system which will support a modernized Caltrain service and high-speed rail service primarily on shared tracks. This approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation.

The Public Scoping Meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

#### MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

**SAN FRANCISCO**  
Monday, May 23, 2016  
UCSF Mission Bay  
5:00 P.M. to 8:00 P.M.  
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Wednesday, May 25, 2016  
SFV Lodge  
5:00 P.M. to 8:00 P.M.  
361 Villa St.  
Mountain View, CA 94041

#### LANGUAGE AND OTHER NEEDS

INTERPRETACIÓN AL ESPAÑOL ESTARÁ DISPONIBLE EN TODAS LAS REUNIONES.

所有会议均有中文口译。

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MAGKAKARON NG PAGSASALIN SA WIKANG TAGALOG SA LAHAT NG MGA PULONG.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made 72 hours in advance of the scheduled meeting date.

Please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943.



## SAN FRANCISCO TO SAN JOSE PROJECT SECTION

The San Francisco to San Jose Project Section extends from the Transbay Transit Center in San Francisco southward to Diridon Station in San Jose.

### ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

For important additional information contained in the NOP and NOI, please visit:

[www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

As part of the environmental process, the Authority is holding Public Scoping Meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

### SUBMIT COMMENTS

Public scoping comments will be received until June 10, 2016. Submit comments via:

**Mail:** **Mark A. McLoughlin**  
Director of Environmental Services  
ATTN: San Francisco to San Jose  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113

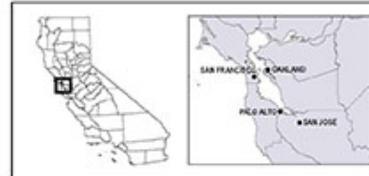
**Electronic:**  
Place name of Project Section in subject line:  
[sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov)

**Phone:**  
(800) 435-8670



#### LEGEND

- Proposed San Francisco to San Jose Section Alignment
  - Proposed HSR Stations
  - County Limits
- 0 5 10 Miles



[www.hsr.ca.gov](http://www.hsr.ca.gov) | (800) 435-8670 | [sanfrancisco\\_sanjose@hsr.ca.gov](mailto:sanfrancisco_sanjose@hsr.ca.gov)

SEE MORE AT [WWW.HSR.CA.GOV](http://WWW.HSR.CA.GOV)

California High-Speed Rail Authority  
770 L Street, Suite 1160, Sacramento, CA, 95814  
[info@hsr.ca.gov](mailto:info@hsr.ca.gov)  
(916) 324-1541



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**Appendix G.4**  
**Press Release**

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Press Release

**CONTACT:** Ricci Graham  
408-277-1086 (w)  
408-348-3433 (c)  
[Ricci.Graham@hsr.ca.gov](mailto:Ricci.Graham@hsr.ca.gov)

**DATE:** May 9, 2016

## High-Speed Rail Authority Initiates Environmental Review Process for the San Francisco to San Jose Portion of the Statewide System *Solicits Public Input and Hosts Public Scoping Meetings*

**SAN FRANCISCO, Calif.** – Today, the California High-Speed Rail Authority (Authority) issued a Notice of Preparation (NOP) to initiate a project level environmental impact report (EIR)/environmental impact statement (EIS) for the San Francisco to San Jose project section. At the same time, the Authority’s federal partner, the Federal Railroad Administration (FRA) issued a new notice of intent (NOI) to initiate the federal environmental review process for the project section. The issuance of the NOP/NOI is to inform stakeholders (members of the public, tribes, federal, state and local agencies, organizations and other parties) about the blended system and solicit their input on the scope of the environmental document and proposed project.

The preparation of the San Francisco to San Jose environmental document for the blended system will involve a scoping and public outreach process; development of preliminary engineering designs; and assessment of environmental effects associated with the construction, operations and maintenance of the high-speed rail system including track, ancillary facilities and stations, along the Caltrain corridor.

The San Francisco to San Jose Project Section is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at San Francisco 4<sup>th</sup> and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae) and San Jose. The approximately 51-mile project section will be a blended system which will support a modernized Caltrain commuter service and high-speed rail service primarily on shared tracks. The blended approach minimizes impacts on surrounding communities, reduces project costs, improves safety and expedites implementation.

As part of the issuances of the NOP/NOI, a formal comment period related to public scoping starts which allows for public comments to be received until **June 10, 2016**. All comments will be considered in the preparation of the environmental documents and become part of the record. The comments received at these meetings allow the Authority to take into account the areas of community and environmental concern related to the high-speed rail project.

The Authority will be hosting three public scoping meetings to inform the public of the proposed project and solicit input on the scope of the environmental document. The meetings will be held from 5:00 p.m. – 8:00 p.m. with a formal presentation and opportunity to verbally state your comment into the record at 6:00 p.m. The meetings will be held as follows:

**San Francisco**  
Monday, May 23, 2016  
UCSF Mission Bay  
1500 Owens St.  
San Francisco, CA 95158

**San Mateo**  
Tuesday, May 24, 2016  
San Mateo Marriott  
1770 S. Amphlett Blvd.  
San Mateo, CA 94402

**Mountain View**  
Wednesday, May 25, 2016  
SFV Lodge  
361 Villa St.  
Mountain View, CA 94041





# CALIFORNIA High-Speed Rail Authority

## PUBLIC SCOPING MEETING NOTICE

### San Francisco to San Jose Project Section

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization program that invests billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The **San Francisco to San Jose Project Section** is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at 4th and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae), and San Jose.

The approximately 51-mile project section is planned to be a blended system which will support a modernized Caltrain service and high-speed rail service primarily on shared tracks. This approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation.

The Public Scoping Meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

#### MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.

##### SAN FRANCISCO

Monday, May 23, 2016

UCSF Mission Bay

5:00 P.M. to 8:00 P.M.

1500 Owens St.

San Francisco, CA 94158

##### SAN MATEO

Tuesday, May 24, 2016

San Mateo Marriott

5:00 P.M. to 8:00 P.M.

1770 S. Amphlett Blvd.

San Mateo, CA 94402

##### MOUNTAIN VIEW

Wednesday, May 25, 2016

SFV Lodge

5:00 P.M. to 8:00 P.M.

361 Villa St.

Mountain View, CA 94041

#### LANGUAGE AND OTHER NEEDS

INTERPRETACIÓN AL ESPAÑOL ESTARÁ DISPONIBLE EN TODAS LAS REUNIONES.

所有会议均有中文口译。

SẼ CÓ SẴN THÔNG DỊCH TIẾNG VIỆT TẠI TẤT CẢ CÁC CUỘC HỌP.

MAGKAKAROON NG PAGSASALIN SA WIKANG TAGALOG SA LAHAT NG MGA PULONG.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made

72 hours in advance of the scheduled meeting date.

Please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943.



# SAN FRANCISCO TO SAN JOSE PROJECT SECTION

The San Francisco to San Jose Project Section extends from the Transbay Transit Center in San Francisco southward to Diridon Station in San Jose.

## ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

For important additional information contained in the NOP and NOI, please visit:  
[www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

As part of the environmental process, the Authority is holding Public Scoping Meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

## SUBMIT COMMENTS

Public scoping comments will be received until June 10, 2016. Submit comments via:

**Mail:** **Mark A. McLoughlin**  
Director of Environmental Services  
ATTN: San Francisco to San Jose  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113

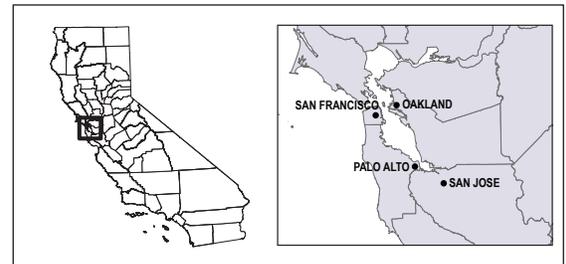
**Electronic:**  
Place name of Project Section in subject line:  
[san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

**Phone:**  
(800) 435-8670



### LEGEND

-  Proposed San Francisco to San Jose Section Alignment
  -  Proposed HSR Stations
  -  County Limits
- 0 5 10 Miles 



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## **Appendix G.5**

### **Media Coverage**

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Uploaded: Wed, May 25, 2016, 11:35 am

## **Tonight: Public meeting on high-speed rail from San Francisco to San Jose**

by Kate Bradshaw

People who have questions or are interested in learning more about the California high-speed rail project can attend a meeting tonight (May 25) from 5 to 8 p.m. at the SFV Lodge, located at 361 Villa St. in Mountain View.

Part of the first phase of the California rail project is a 51-mile stretch from San Francisco to San Jose. Currently, proposed stations are at 4th and King streets or the Transbay Transit Center in San Francisco, Millbrae or the San Francisco International Airport, and the Diridon Station in San Jose.

It's planned to be part of what's called a "blended system," which would share tracks with Caltrain, once it is electrified, the rail authority says.

By 2029, the high-speed rail authority says, riders should be able to move from San Francisco to Los Angeles in under three hours. In later years, the authority plans to extend the train route to include Sacramento and San Diego.

Read the [meeting notice](#) for more details.

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## Bill Would Authorize High-Speed Rail Bonds For Caltrain

Wednesday, June 22, 2016 | Sacramento, CA | [Permalink](#)



Mock up of the San Jose high speed rail station.

*California High-Speed Rail / Flickr*

(AP) - A state lawmaker has introduced last-minute legislation that would allow the state to begin selling voter-approved high-speed rail bonds for a connector project in the San Francisco Bay Area.

AB1889 by Assemblyman Kevin Mullin, a Democrat from South San Francisco, would change the wording of previous legislation to approve selling the bonds to pay for upgrades to the Caltrain commuter line.

The bill previously dealt with a different topic but was modified Tuesday in an effort to free up funding for Caltrain electrification.

Seamus Murphy, a spokesman for the San Mateo County Transit District, says officials want to get started on the \$2 billion project, which including about \$713 million in state financing.

Voters approved nearly \$10 billion in high-speed rail funding in 2008, but support has since softened.

Comments



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# Late-blooming measure would fast-track bullet train's 'bookends'

## HIGHLIGHTS

Southern California, S.F. Peninsula commuter lines folded into bullet train

'Bookend' projects also face bullet train's legal problems

'Gut-and-amend' measure would free them from restrictions



BY DAN WALTERS  
*[dwalters@sacbee.com](mailto:dwalters@sacbee.com)*

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Years ago, when the details of California’s bullet train project were being refined, it became evident that it was really two projects.

.....  
**OPINION**

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One was the much-touted, 200 mph bullet train itself that was supposed to whisk passengers between Los Angeles and San Francisco in a mere 160 minutes.

The other, much less public but important to powerful interest groups, was upgrading commuter rail service in Southern California and between San Francisco and San Jose.

Initially, they were to be on separate tracks, so to speak, even though some insiders believed that the \$9.95 billion bullet train bond issue’s real purpose was improving commuter rail for the two regions.

Eventually, the bullet train and commuter rail projects were formally merged by the High-Speed Rail Authority into a “blended system” under which the two would share tracks, rather than merely sharing corridors. It was a way, it was said, to hold down costs and placate opponents on the affluent San Francisco Peninsula.

The commuter rail projects were dubbed “the bookends” and, with the merger, the state is planning to spend at least \$1.1 billion on them, including electrification of the diesel-powered Caltrain that links San Francisco and San Jose.

However, having been folded into the overall bullet train project, they also share its legal and financial challenges.

A big one is a provision of the 2008 bond issue, underscored by a subsequent appellate court ruling, that an “independent consultant” must certify that the project meets all the bond issue’s legal criteria before a “final funding plan” is approved.

It’s highly doubtful that the bullet train can meet those criteria, particularly the 160-minute running time between San Francisco and Los Angeles, even if the state somehow cobbles together enough money to build a useable segment. And that doubt could doom the bookends as well, since they are now part of the overall system.

Backers of the \$2 billion Caltrain electrification project are especially eager to proceed and see its connection to the troubled bullet train as a potential albatross. Therefore, they and Assemblyman Kevin Mullin, D-South San Francisco, are pushing a late-blooming “gut-and-amend” bill to allow the bookends to get bond money and be built without certification by an independent consultant.

Late last month, the bill was rushed through the Senate Transportation and Housing Committee, whose chairman, Jim Beall, is from San Jose and a strong proponent of electrification.

The only Democrat to oppose it was Sen. Cathleen Galgiani of Manteca, the Legislature’s chief bullet train advocate, who worried aloud that Assembly Bill 1889 would allow ancillary projects to drain bullet train bond money.

Some critics say AB 1889 may violate the 2008 bond issue, but even if it’s a legal change, it indicates that those who suspected that the bookends were the major reasons for the bond may have been correct.

Meanwhile, without waiting for the bill to pass, Caltrain’s board awarded more than \$1 billion in electrification contracts last week.

*Dan Walters: 916-321-1195, [dwalters@sacbee.com](mailto:dwalters@sacbee.com), [@WaltersBee](https://twitter.com/WaltersBee)*

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## MORE DAN WALTERS

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**San Francisco Chronicle**

# Rail agency taps Brisbane tract eyed for transit-oriented housing

By J.K. Dineen | June 28, 2016 | Updated: June 29, 2016 1:16pm

13



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IMAGE 1 OF 4

People board the train at the Bayshore Caltrain station on the border of San Francisco and Brisbane. A developer hopes to build a transit-oriented mixed-use development on the land surrounding the station.

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The California High-Speed Rail Authority has selected a tract of former industrial land in Brisbane as the preferred site for a train maintenance yard, a decision the property owner says could thwart long-standing plans to build one of the Bay Area’s largest mixed-use projects there.

For 10 years, Universal Paragon, which owns a 684-acre Baylands property straddling San Francisco’s southern border with Brisbane, has been planning a transit-oriented development that would include 4,434 homes, 7.5 million square feet of commercial space and 300 acres of restored habitat.



Universal Paragon General Manager

Jonathan Scharfman said the authority’s decision to “exclusively” study the Brisbane Baylands for a maintenance yard was unexpected and was not made clear until a series of community meetings in late May. While the developer has urged the California High-Speed Rail Authority to consider alternative sites, it has little power to influence a decision.

He emphasized that the Brisbane Baylands site is identified as a “priority development area” by the Association of Bay Area Governments, the regional planning group known as ABAG. Priority development areas, which include old industrial sites like the former Hunters Point Shipyard and the Concord Weapons Naval Station, are transit-rich sites big enough that they have “a unique potential to reduce greenhouse gas emissions,” according to ABAG literature.

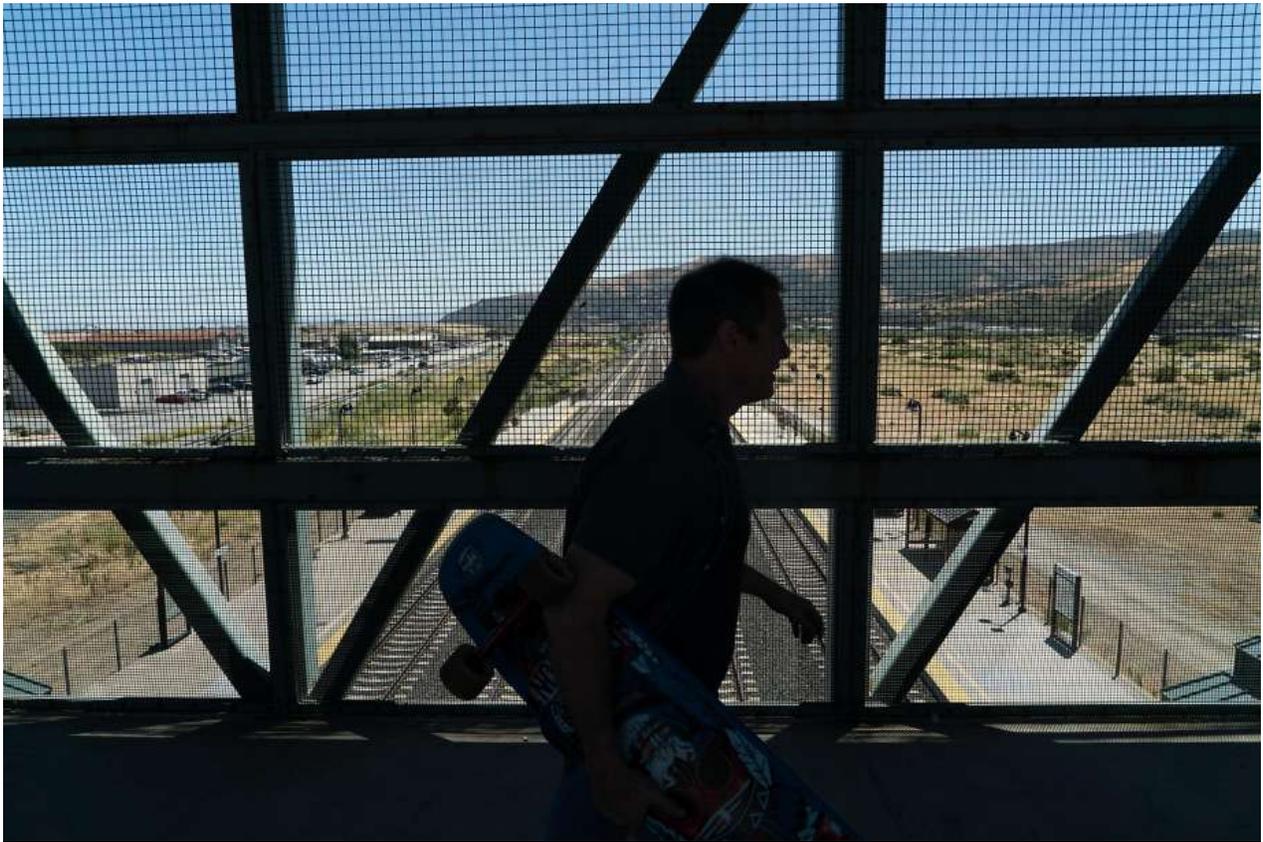


Photo: James Tensuan, Special To The Chronicle

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The California High-Speed Rail Authority hopes to build a train maintenance yard near the tracks, which would complicate the development efforts.

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“Our focus is to transform a legacy industrial site into productive use for the 21st century,” Scharfman said.

### **1 of 5 planned facilities**

High-Speed Rail Authority spokeswoman Lisa Marie Alley confirmed that Brisbane has been selected for a 75-acre light-maintenance facility, one of five that will be located along the 520-mile route between San Francisco and Los Angeles.

“It could be east of the tracks, west of the tracks, or both,” she said. “We are still going through our technical analysis. There is still a lot of work to be done.”

The Baylands property is just one of hundreds of parcels the High-Speed Rail Authority must take to complete the \$64 billion project. Work has started on the first phase of the project, 119 miles of track from Madera to an area near Bakersfield. The authority is taking 150 parcels in the Central Valley alone — either through purchases or eminent domain.

“All large infrastructure projects have impacts like this,” Alley said. “We know that our system will have an impact on people, and any impact on someone’s life is hard. That’s someone’s home. That’s someone’s farm. That’s someone’s business. That’s the worst part of this project, but we know in the long run it will benefit folks.”

The Brisbane Baylands is split into two sections. To the west of the tracks lies the former Southern Pacific rail yards, which closed in the 1980s. To the east is an old landfill, where San Francisco sent its trash until 1967.

Universal Paragon’s current plans call for predominantly commercial development to the east and housing mostly to the west.

Until the authority figures out exactly where it wants to put the Brisbane maintenance facility, it will be hard to know the impact it would have on the development proposal, although putting a 75-acre maintenance facility along the tracks would likely “split up the street network and transportation network and development pattern in such a way that it would be very difficult to plan adjacent uses,” Scharfman said.

The parcel sits to the immediate south of the 20-acre former Schlage Lock manufacturing campus, where Universal Paragon has started building infrastructure for a 1,679-unit housing development. Buildings will start rising on that property late next year.

Taken together, the 6,000 new homes and millions of square feet of commercial space have the potential to create a “Mission Bay 2.0,” according to the developer. While developers of urban “brownfield” sites frequently have to bring public transit in, the Baylands land comes with a Caltrain stop smack in the middle of the site. The end of San Francisco Muni’s T-Third streetcar line is a short walk away.

“It’s a new city — it really is,” said Howard Pearce, the project civil engineer. “It’s a tremendous undertaking. The goal is to get everybody out of their cars, living and working on transit.”

The potential conflict between high-speed rail and transit-oriented development is an uncomfortable one for pro-growth organizations like the Bay Area Council and SPUR, which support both. SPUR Executive Director Gabriel Metcalf said ideally a compromise could be reached where the Baylands property could accommodate both. Scharfman said, “There is zero ambivalence about our record standing in support of regional rail and high-speed rail.”

“It makes sense to me that high-speed rail would be looking at Brisbane because it’s the largest undeveloped area on the track between San Francisco and San Jose,” Metcalf said. “But if there is a way that we can have that and also have the transit-oriented development we need, that would be ideal.”

## Political headwinds

But the potential maintenance yard is not good news for a development project already facing strong political headwinds.

In Brisbane, a town with about 2,000 housing units, a recent survey of 580 residents found that 43 percent support no housing at the Baylands site, while another 28 percent said they would be in favor of fewer than 1,000 units. Only 12 percent said they would support more than 2,000 units. Most residents said they opposed housing there because it would increase traffic and alter Brisbane’s “small-town feel.”

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### PLANS FOR BAYLANDS

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**Tiny Brisbane surveyed about effects of huge Baylands plans**



**Bayshore Station envisioned as vibrant transit hub**

**Developer proposes commercial district for property**

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San Mateo County has produced 54,000 new jobs since 2010, but only 3,000 new homes.

Since September, the Brisbane Planning Commission has held 19 hearings or meetings on the plan. Universal Paragon has opened a storefront office in downtown Brisbane, where community outreach manager Xiomara Cisneros talks to largely skeptical residents about the Baylands.

### **Other potential sites**

John Swiecki, Brisbane’s community development director, agreed with Scharfman that the rail authority should look at other sites besides the Baylands. Scharfman suggested existing Caltrain yards in San Jose and San Francisco, as well as Port of San Francisco sites between Pier 80 and Pier 96 on either side of Islais Creek.

The Baylands project is set for a Planning Commission vote later this year.

Land use attorney Tim Tosta said the property owner will have little power to influence plans once the authority identifies land it intends to seize.

“They are just going to have to take it on the chin,” said Tosta, who represented a property owner whose land was taken by the Transbay Joint Powers Authority. “The condemning authority has a right to take the land, and then you fight over the money later.”

Frank Oliveira, whose family owns 200 acres of nut trees in Kings County that the authority is seizing, said once property is targeted, it’s hard to plan for the future.

“They draw the lines on the map where they want to go, and you don’t have much say in the matter,” he said.

*J.K. Dineen is a San Francisco Chronicle staff writer. Email: [jdineen@sfnchronicle.com](mailto:jdineen@sfnchronicle.com)*

*Twitter: [@sfkdineen](https://twitter.com/sfkdineen)*



J.K. Dineen  
Reporter

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**HEARST** *newspapers*

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## Northern California High-Speed Rail Scoping Meeting

Posted By *Roger Rudick* On May 24, 2016 @ 4:12 pm In [caltrain](#), [High-Speed Rail](#), [Transit](#) | [30 Comments](#)

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[1]

Scenes such as this may be commonplace in the Central Valley by 2029. Photo: Wikipedia Commons.

Monday evening the California High Speed Rail Authority, in conjunction with Caltrain, held a scoping meeting at the William J. Rutter Center at UCSF in Mission Bay. They answered public questions and took comment on plans to electrify Caltrain and bring high-speed trains from Bakersfield to San Francisco by 2029.

Streetsblog readers will recall that a few months ago [the California-High Speed Rail Authority released a revised plan to link up Northern California to the Central Valley spine](#)

[2] (which is already under construction). This meeting was one of a series to prepare the environmental reports for this next phase of construction.



[3]

Casey Fromson explains Caltrain’s electrification project. Photo: Streetsblog.

The meeting started at 5:30, with members of the public invited to visit local information stations to ask questions about the projects. Casey Fromson, a government affairs officer for the Caltrain Modernization Program, was at the Caltrain information station. She explained that electrification of Caltrain, which, if all goes according to plan, should be completed in 2021, will offer faster service because of the better acceleration of electric trains. “A trip that our current, diesel baby bullets do in 60 minutes will take 45 with a train of electrics,” she explained. Still, it was disappointing to learn that Caltrain won’t be exploiting the top speed capabilities of its new electric fleet, which will start arriving in 2020. Although the trains will be capable of 110 mph, the tracks will only be able to handle about 80, because of the curves and the number of grade crossings. Getting the line up to full speed will have to wait for another round of improvements, such as adding more passing tracks, eliminating more grade crossings, and building more gradual curves, changes that will only come with the HSR project in 2029.

Brian Stokle, with the group “Friends of the DTX,” [the “downtown extension” of Caltrain to the Transbay Terminal] was among the visitors. He expressed disappointment at the lack of progress in connecting Caltrain to Transbay, currently under constructions. “There’s no true political champion for it yet [4]. And it’s a lot of money,” he said. That was a

concern echoed by others at the meeting.



[5]

Under current plans, it seems unclear when trains will reach Transbay. Image: by steelblue for Pelli Clarke Pelli.

During the presentation phase of the meeting, Ben Tripousis, the Northern California Regional Director for California HSR, went over the history of the project:

In 2008, the voters passed Proposition 1A, which paved the way for developing HSR service. We're now at a point where we're looking to move forward with the first revenue service. I'm happy to say it's coming to Northern California. That was facilitated by the 2016 business plan which was released earlier this year and approved by the HSR board. It laid out a road map for completing service to the Bay Area. What makes the 2016 business plan different from 2012 or 2014 is it...lays out how we can construct revenue service with the \$20.7 billion we already have. It will run from downtown San Francisco to downtown Bakersfield.

He then played a video that showed the six construction areas where work is currently underway, near Fresno and Madera. Bruce Fukuji, an Architect, City Planner and Urban Designer, talked about station planning for the alignment from San Jose to San Francisco. He spoke about the Millbrae Station, next to SFO:

We've been looking at examples around the world. We want global travelers arriving to SFO to immediately be able to get onto the HSR service and get to destinations throughout California. Part of the challenge is to take advantage of the inter-modal connectivity: BART, Caltrain and freeway access. How do we integrate all that? We're trying to work with the City of Millbrae on their Transit Oriented Development plans.



[6]

Bruce Fukuji talked about station-area planning. Photo: Streetsblog

He also spoke about plans to integrate HSR at 4th and King and to help re-arrange Townsend so that bicycle, car-hailing, and bus service access to the station is improved.

And that returned the conversation to the concerns of Stokle and others about the lack of progress on the DTX project. It was as if the HSR planners are already assuming the Transbay connection would not be completed in time—and that they would have to depend on King Street Station as its access point to San Francisco.

Esther Stearns of the SF Transit Riders <sup>[7]</sup> spoke during the official public comment period: “We would urge you to aggressively address the downtown extension in the environmental reports—we want DTX in the EIR. We want to see access to the station in downtown rather than farther out,” she said. Gerald Cauthen, co-founder of the Bay Area Transportation Working Group and SaveMuni (and a contributor <sup>[4]</sup> to Streetsblog), also spoke: “I’d like to ask about capacity of the line [from San Jose to SF]. It’s now planned for ten trains an hour—six for Caltrain and four for HSR. Is that adequate? And how many years out do you go, and if there are constraints on that capacity, what is the constraint?”



[8]

Construction underway at one of several sites in the Central Valley.

Source: Wikimedia Commons

There is an additional scoping meeting tonight <sup>[9]</sup>, Tuesday, in San Mateo at the Marriott, from 5 to 8 p.m. at 1770 S. Amphlett Blvd., San Mateo, and another on Wednesday in Mountain View, at the SFV Lodge, also from 5 to 8 p.m., at 361 Villa St., Mountain View.

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- [4] no true political champion for it yet:  
<http://sf.streetsblog.org/2016/01/05/guest-editorial-sf-needs-to-get-serious-about-connecting-caltrain/>
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- [9] additional scoping meeting tonight:  
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# San Jose: Residents concerned about how high-speed rail may cut through town

By [julia baum, @community-newspapers.com](#)  
The Mercury News

Posted: Wed Jun 15 12:10:56 MDT 2016

If and when bullet trains make it to San Jose, they should either come on elevated tracks, inside a tunnel or at ground level along existing rails.

Those differing opinions were expressed during a June 6 meeting at the Gardner Community Center in Willow Glen attended by about 100 residents, who came to learn how high-speed rail could affect their neighborhood.

The California High-Speed Rail Authority's latest plan would add tracks through a widened rail corridor in the Gardner neighborhood en route to the San Jose Diridon station. To obtain space for those tracks, the state would acquire Fuller Park, a house of worship and numerous homes along the way through eminent domain.

A discussion about whether to install the tracks below, above or at grade level evoked strong reactions from residents, depending on where they live.

Those near the Diridon station said they would prefer a tunnel under Gardner Avenue between that station and the Caltrain Tamien station a mile to the south, so their properties wouldn't be gobbled up by the state.

But a tunnel is the most expensive option because it would require a separate underground station just for high-speed trains in an area with a high water table.

Ben Tripousis, Northern California regional director for high-speed rail, told the audience that the tunnel option nevertheless is being explored "within the confines" of an environmental review. That review will take two years before the area can be cleared for trains to start service by 2025.

Sending bullet trains on existing tracks to the Diridon station would be the cheapest option, though it could create traffic backups at grade crossings.

One neighbor had reservations about building at grade for several reasons.

"The two solutions being offered for at-grade are to either construct a very large wall that will take less property, but it will also increase the size of the barrier that cuts the continuity of the neighborhood itself," the man said, "or you will not have a wall but will be taking more property."

He suggested an elevated track for bullet trains. Others also liked the idea, which would involve building a bridge over the Interstate 280 interchange with the Guadalupe Parkway.

But residents north of the Diridon station objected, saying a viaduct would be needed to carry elevated high-speed tracks from Santa Clara before merging with the Caltrain tracks at ground level going to San Francisco.

Community leader Danny Garza said raised tracks would be safest for the neighborhood and noted the environmental review is overdue.

"The EIR should've been completed already," he said. "The alignment was rejected before because of the great impact to this community, especially at grade with the rail right-of-way," Garza said. "Raised alignment is the safest for the city. You're putting our children at risk. There is no accountability to our community without that report."

The rail authority will continue public outreach throughout the year and plans to present a draft environmental report at a public hearing by spring 2017.

Julia Baum can be reached at [jbaum@bayareanewsgroup.com](mailto:jbaum@bayareanewsgroup.com).

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From the Silicon Valley Business Journal:

<http://www.bizjournals.com/sanjose/news/2016/06/07/high-speed-rail-bad-feelings-return-to-gardner.html>

# High-speed rail, bad feelings return to Gardner neighborhood

Jun 7, 2016, 5:00am PDT Updated: Jun 7, 2016, 7:09am PDT

After a five-year absence, high-speed rail and its controversy returned to San Jose's Gardner neighborhood at a community open house Monday night and it was like there had never been a break in the action.

The reason is that the **California High-Speed Rail Authority's** new business plan reorients the system's initial operating segment from Southern California toward San Jose, and that brings trains — and the need to resolve neighborhood disruption issues with the route into Diridon Station from the south — back four years sooner than planned.

Will they go over, under, around or through Gardner between Diridon and Caltrain's Tamien station a mile to the south?

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DON LITTLE

Adding high-speed rail to Diridon Station's list of passenger railroads is disruptive to San Jose's Gardner neighborhood.

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Residents of the tiny, triangular neighborhood squeezed in by two freeways and the Caltrain/Union Pacific tracks who spoke at Monday's open house would prefer under as a first choice and through as the last.

But under is the most expensive option because it would involve building a separate station for high-speed trains deep underground in a place where the water table is high. Through is the cheapest, because trains are already using the railroad tracks along the neighborhood's southern border. But it would introduce much more train traffic at grade crossings.

"We are discussing the tunnel option within the confines of this environmental review," Ben Tripousis, the rail system's Northern California regional director, told the audience.

That review will take two years and many more meetings like Monday's but is intended to produce an environmentally cleared route so that trains can begin service in 2025.

The over option was the second most popular and would involve a bridge going over the I-280 interchange with the Guadalupe Parkway. But this option has already met with objections from businesses like the San Jose Sharks and residents north of Diridon because it would require a viaduct to carry elevated high-speed tracks all the way to Santa Clara before blending with the Caltrain line at ground level to San Francisco.

When completed, high-speed trains will run within San Jose's city limits for 22 miles.

"Poor neighborhoods in San Jose are not being treated right," neighborhood leader Danny Garza said.

**Jody Meacham**

Reporter  
*Silicon Valley Business Journal*



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From the Silicon Valley Business Journal:

<http://www.bizjournals.com/sanjose/news/2016/05/09/high-speed-rail-begins-peninsula-environmental.html>

# High-speed rail begins Peninsula environmental review in hopes of starting construction ASAP

May 9, 2016, 2:55pm PDT

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The environmental review process for “blended operations” of high-speed and conventional trains between San Jose and San Francisco has begun so that construction can begin as soon as funding becomes available.

“This work keeps the commitment in our business plan to environmentally clear the entire Phase 1 system (San Francisco to Anaheim) by 2017,” said rail authority spokeswoman Lisa Marie Alley.

The **California High-Speed Rail Authority** made the announcement in a press release that says the public can weigh in at hearings on May 23 in San Francisco, May 24 in San Mateo and May 25 in Mountain View.

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The rail authority had previously done an environmental review for what was known as the “four-track” system on the Peninsula in 2009. That would have kept high-speed trains and Caltrains on separate tracks on an entirely grade-separated (no roads crossing tracks) line.

That concept was ditched in favor of blended operations of both passenger trains on the same tracks in the authority’s 2012 business plan. This new review will involve issues such as the passing tracks, curve-straightening and station locations for the two systems along the Peninsula, Alley said.

The high-speed rail authority’s latest business plan, adopted last week, calls for its trains to begin operations between San Jose and the town of Shafter near Bakersfield by 2025 with the remainder of Phase 1 from San Francisco to Bakersfield to be in operation by 2029.



SCREENSHOT FROM THE DRAFT 2016 CALIFORNIA HIGH-SPEED RAIL AUTHORITY BUSINESS PLAN.

This map reflects the proposed new business plan of the California High-Speed Rail Authority, which would establish a route from San Jose to Shafter, near Bakersfield, as the first to be operated by 2025. By beginning an environmental review of the segment between San Jose and San Francisco, it could add service there as soon as construction funds are found.

The plan says the authority would prefer that the initial service to run from San Francisco to Bakersfield because it would significantly boost passengers and revenues over the San Jose-Shafter segment. However, funds on hand are \$2.9 billion short, and the authority is seeking more money.

**Jody Meacham**

Reporter

*Silicon Valley Business Journal*



From the Silicon Valley Business Journal:

<http://www.bizjournals.com/sanjose/news/2016/05/24/high-speed-rail-begins-environmental-clearance-for.html>

# High-speed rail begins environmental clearance for Peninsula section

May 24, 2016, 5:23am PDT Updated: May 24, 2016, 7:36am PDT

The **California High-Speed Rail Authority** began a series of “scoping” meetings Monday night in San Francisco that are part of the process to have a full environmental certification of the San Francisco-to-San Jose segment of the system completed within 19 months.

The meetings continue at 5 p.m. today at the San Mateo Marriott and 5 p.m. Wednesday at the SFV Lodge in Mountain View.

Will Gimpel, in charge of the project section, told the San Francisco meeting that the “blended service” planned along the route anticipates 110-mph speeds and up to six Caltrains and four high-speed trains per hour in each direction during peak hours.



JODY MEACHAM

Ben Tripousis, Northern California regional director for the California High-Speed Rail Authority, speaks at a “scoping” meeting Monday in San Francisco.

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Under the authority's latest business plan, San Francisco-San Jose high-speed service is to begin by 2029. But Ben Tripousis, the authority's Northern California regional director, said last week that he's confident funding will be found to include it in the initial operating segment scheduled to open in 2025.

This segment went through the scoping process once before, when plans called for 220-mph dedicated high-speed tracks along the Peninsula, but objections from residents and communities along the route forced the authority to adopt blended service along Caltrain tracks in its 2012 business plan.

It was a significant enough change that the authority is redoing the environmental work. Plans now call for some curve straightening along the route to boost the current speed limit of 79 mph, a mid-Peninsula passing section up to seven miles long, and longer platforms at the three stations high-speed trains will use: San Francisco, Millbrae (BART connection to San Francisco International Airport) and San Jose.

Current plans call for high-speed rail trainsets to carry at least 450 passengers each, but for peak service two trainsets may be coupled together, stretching about 1,400 feet in length – about double the length of the longest Caltrains.

**Jody Meacham**

Reporter

*Silicon Valley Business Journal*



**Appendix G.6**  
**Website Notices**

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*Press Release*

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408-348-3433 (c)  
[Ricci.Graham@hsr.ca.gov](mailto:Ricci.Graham@hsr.ca.gov)

**DATE:** May 9, 2016

## High-Speed Rail Authority Initiates Environmental Review Process for the San Francisco to San Jose Portion of the Statewide System *Solicits Public Input and Hosts Public Scoping Meetings*

**SAN FRANCISCO, Calif.** – Today, the California High-Speed Rail Authority (Authority) issued a Notice of Preparation (NOP) to initiate a project level environmental impact report (EIR)/environmental impact statement (EIS) for the San Francisco to San Jose project section. At the same time, the Authority’s federal partner, the Federal Railroad Administration (FRA) issued a new notice of intent (NOI) to initiate the federal environmental review process for the project section. The issuance of the NOP/NOI is to inform stakeholders (members of the public, tribes, federal, state and local agencies, organizations and other parties) about the blended system and solicit their input on the scope of the environmental document and proposed project.

The preparation of the San Francisco to San Jose environmental document for the blended system will involve a scoping and public outreach process; development of preliminary engineering designs; and assessment of environmental effects associated with the construction, operations and maintenance of the high-speed rail system including track, ancillary facilities and stations, along the Caltrain corridor.

The San Francisco to San Jose Project Section is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at San Francisco 4<sup>th</sup> and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae) and San Jose. The approximately 51-mile project section will be a blended system which will support a modernized Caltrain commuter service and high-speed rail service primarily on shared tracks. The blended approach minimizes impacts on surrounding communities, reduces project costs, improves safety and expedites implementation.

As part of the issuances of the NOP/NOI, a formal comment period related to public scoping starts which allows for public comments to be received until **June 10, 2016**. All comments will be considered in the preparation of the environmental documents and become part of the record. The comments received at these meetings allow the Authority to take into account the areas of community and environmental concern related to the high-speed rail project.

The Authority will be hosting three public scoping meetings to inform the public of the proposed project and solicit input on the scope of the environmental document. The meetings will be held from 5:00 p.m. – 8:00 p.m. with a formal presentation and opportunity to verbally state your comment into the record at 6:00 p.m. The meetings will be held as follows:

**San Francisco**  
Monday, May 23, 2016  
UCSF Mission Bay  
1500 Owens St.  
San Francisco, CA 95158

**San Mateo**  
Tuesday, May 24, 2016  
San Mateo Marriott  
1770 S. Amphlett Blvd.  
San Mateo, CA 94402

**Mountain View**  
Wednesday, May 25, 2016  
SFV Lodge  
361 Villa St.  
Mountain View, CA 94041





# CALIFORNIA High-Speed Rail Authority

## **PUBLIC SCOPING MEETING NOTICE**

### *San Francisco to San Jose Project Section*

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization program that invests billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The **San Francisco to San Jose Project Section** is part of the first phase of the California high-speed rail system connecting the cities of San Francisco, Millbrae (San Francisco Airport) and San Jose on an electrified Caltrain Corridor with proposed stations at 4th and King and/or Transbay Transit Center, near the San Francisco Airport (Millbrae), and San Jose.

The approximately 51-mile project section is planned to be a blended system which will support a modernized Caltrain service and high-speed rail service primarily on shared tracks. This approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation.

The Public Scoping Meetings are being held to provide the public an opportunity to learn about the project, ask questions and submit feedback.

#### **MEETINGS WILL INCLUDE A PRESENTATION AT 6:00 P.M.**

##### **SAN FRANCISCO**

**Monday, May 23, 2016**

**UCSF Mission Bay**

**5:00 P.M. to 8:00 P.M.**

1500 Owens St.

San Francisco, CA 94158

##### **SAN MATEO**

**Tuesday, May 24, 2016**

**San Mateo Marriott**

**5:00 P.M. to 8:00 P.M.**

1770 S. Amphlett Blvd.

San Mateo, CA 94402

##### **MOUNTAIN VIEW**

**Wednesday, May 25, 2016**

**SFV Lodge**

**5:00 P.M. to 8:00 P.M.**

361 Villa St.

Mountain View, CA 94041

#### **LANGUAGE AND OTHER NEEDS**

INTERPRETACIÓN AL ESPAÑOL ESTARÁ DISPONIBLE EN TODAS LAS REUNIONES.

所有会议均有中文口译。

SẼ CÓ SẴN THÔNG DỊCH TIẾNG VIỆT TẠI TẤT CẢ CÁC CUỘC HỌP.

MAGKAKAROON NG PAGSASALIN SA WIKANG TAGALOG SA LAHAT NG MGA PULONG.

Meeting facilities are accessible for persons with disabilities. All requests for reasonable accommodations must be made

72 hours in advance of the scheduled meeting date.

Please call (800) 435-8670 or the Authority's TTY/TTD number at (916) 403-6943.



# SAN FRANCISCO TO SAN JOSE PROJECT SECTION

The San Francisco to San Jose Project Section extends from the Transbay Transit Center in San Francisco southward to Diridon Station in San Jose.

## ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Railroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

For important additional information contained in the NOP and NOI, please visit:  
[www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/sanfran\\_sanjose.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html)

As part of the environmental process, the Authority is holding Public Scoping Meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

## SUBMIT COMMENTS

Public scoping comments will be received until June 10, 2016. Submit comments via:

**Mail:** **Mark A. McLoughlin**  
Director of Environmental Services  
ATTN: San Francisco to San Jose  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113

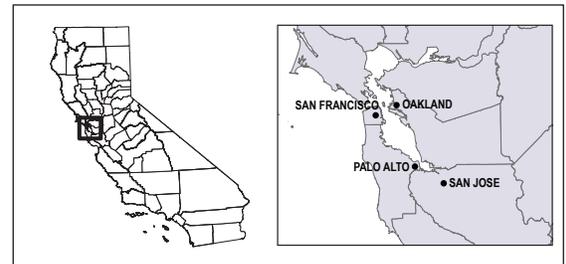
**Electronic:**  
Place name of Project Section in subject line:  
[san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

**Phone:**  
(800) 435-8670



### LEGEND

-  Proposed San Francisco to San Jose Section Alignment
  -  Proposed HSR Stations
  -  County Limits
- 0 5 10 Miles 



- [San Francisco to San Jose Project Section: Overview and Environmental Process](#)
- [San Francisco to San Jose Project Section: Stations](#)
- [High-Speed Rail: Statewide Overview](#)
- [High-Speed Rail: Permission to Enter and Right of Way](#)

**MAPS**

**BLENDED SYSTEM ON AN ELECTRIFIED CALTRAIN CORRIDOR**

**LOCAL POLICY MAKER GROUP**

**COMMUNITY MEETINGS**

**DOCUMENTS & REPORTS**

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