



JPB Board of Directors
Meeting of January 9, 2020

Correspondence as of January 3, 2020

Subject

- 1 Caltrain Transit Oriented Development Policy Letter
- 2 Final EIR Notice of Availability for the Egbert Switching Station
- 3 FASTER letter from Palo Alto to Hill and Berman

From: Bicycle Pedestrian Commissioner Zachary Hilton
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Caltrain Transit Oriented Development Policy Letter
Date: Sunday, December 29, 2019 1:31:20 PM
Attachments: [Caltrain Transit Oriented Development Policy Letter \(TOD\).pdf](#)

Caltrain Board of Directors,

Attached is a letter supporting the Caltrain Transit Oriented Development Policy for January 9, 2020 and comments from our Commission regarding bicycle parking minimums in TOD's.

Thank you.

Zachary Hilton
Chair, Gilroy Bicycle Pedestrian Commission
<http://www.cityofgilroy.org/280/Bicycle-Pedestrian-Commission>
#GilroyBPAC @hoseman16

Caltrain Board of Directors
BoardCaltrain@samtrans.com

December 29, 2019

Re: Caltrain Transit Oriented Development Policy

Caltrain Board of Directors,

We support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions. Caltrain has an incredible opportunity to create compact, walkable, bikeable, and affordable communities that can help sustain Caltrain's service for the years to come.

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community. When you are receiving reports from Staff that talk about the "sampling of the corridor" perhaps they should sample from San Francisco to Gilroy. Gilroy is the starting and ending point of the corridor. We do have affordable housing policies and several Transit Oriented Development examples.

<http://www.ci.gilroy.ca.us/290/Housing-Element> Between Gilroy and Morgan Hill you have a huge potential ridership that is seeking engagement from the JPB. Including your focuses on Gilroy/Morgan Hill supports your goal of sustainable transportation while promoting Caltrain ridership and sustainable transportation modes.

Our Commission supports minimum bicycle parking in all types of multi-family housing, replacement of automobile parking in exchange for bike parking, maximum allowed parking spaces for automobiles and replacement of automobile parking in exchange for car-share. Living in TOD's while being in close proximity to schools, transit, shopping, and services allows for residents to not own a vehicle. Providing bicycle parking as an option for those tenants is recommended, when you are using parking maximums and compact parking spaces. We are a League of American Bicyclists; Bicycle Friendly Community and many of our residents will continue to take their bikes on Caltrain.

We are actively embracing, advancing ideas, and projects that promote the concept of free-range people in the City of Gilroy. We advocate for building and planning for the future generations as well as current residents who don't own cars. This reflects what we are teaching the youth in our community through Safe Routes To School and Safe Routes for All.

Thank you.

Zachary Hilton
Chair, Gilroy Bicycle Pedestrian Commission
Zachary.Hilton@cityofgilroy.org
#GilroyBPAC

Sean Reedy- Vice Chair Commissioner
Chad Reeder- Commissioner
Lionel Gonzalez- Commissioner
Patrick Flautt- Commissioner



From: Egbert Switching Station Project
To: [Egbert Switching Station Project](#)
Subject: Final EIR Notice of Availability for the Egbert Switching Station (Martin Substation Extension)
Date: Sunday, December 29, 2019 2:51:50 PM
Attachments: [Egbert NOA_FinalEIR.pdf](#)

The California Public Utilities Commission (CPUC) has prepared the Final Environmental Impact Report (EIR) for the proposed Egbert Switching Station (Martin Substation Extension) Project for consideration by the CPUC Commissioners. The Final EIR is available for review on the CPUC project website at: <https://www.cpuc.ca.gov/environment/info/dudek/egbert/egbert.html>.

Chapters 1 through 3 of the Final EIR contain an Introduction to Responses to Comments, Comment Letters Received, and Written Comments and Response on Draft EIR. Project details, information on availability of the Final EIR are provided in the attached notice of availability.

If you have questions regarding this notice, please feel free to email the project email address at egbert@dudek.com.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



Notice of Availability

**Pacific Gas & Electric Company Egbert Switching Station
(Martin Substation Extension) Project
Final Environmental Impact Report
State Clearinghouse No. 2018112046**

The California Public Utilities Commission (CPUC) has prepared a Final Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for consideration of Pacific Gas & Electric Company's (PG&E's) application to construct and operate the Egbert Switching Station (Martin Substation Extension) Project (proposed project).

The Final EIR is available for public review on the CPUC's project website, as follows:
<https://www.cpuc.ca.gov/environment/info/dudek/egbert/egbert.html>.

Project Description: The proposed project involves the construction, operation, and maintenance of a new 230-kilovolt (kV) switching station in the City and County of San Francisco that would be connected to the local 230 kV system by reconfiguring two existing underground single-circuit 230 kV transmission lines located in the City and County of San Francisco, City of Daly City, and City of Brisbane. The proposed project involves switching station, substation, and underground transmission line construction activities. The proposed construction consists of the following three major elements:

1. Construct the proposed Egbert 230 kV Switching Station on approximately 1.7 acres in the City and County of San Francisco.
2. Extend the existing underground Jefferson-Martin 230 kV transmission line to the proposed Egbert Switching Station, creating the proposed Jefferson-Egbert 230 kV transmission line.
3. Loop the existing underground Martin-Embarcadero 230 kV transmission line into the proposed Egbert Switching Station, creating the proposed Egbert-Embarcadero 230 kV transmission line and the proposed Martin-Egbert 230 kV transmission line.

An underground transmission line extension would connect the existing underground Jefferson-Martin transmission line to Egbert Switching Station, creating the Jefferson-Egbert transmission line. The existing Martin-Embarcadero transmission line would be looped into Egbert Switching Station with construction of two transmission lines underground, creating the Martin-Egbert transmission line and the Egbert-Embarcadero transmission line. Work would also occur at PG&E's Jefferson, Embarcadero, and Martin Substations. The proposed project would improve the reliability of PG&E's transmission system serving the City and County of San Francisco.

The Final EIR describes the proposed project, evaluates the potential environmental impacts associated with the construction and operation of the proposed project, identifies those impacts that could be significant, and presents mitigation measures, which, if adopted, would avoid or minimize these impacts. The Final EIR also evaluates alternatives to the proposed project, including the No Project Alternative, as required by CEQA.

CONTENTS OF THE FINAL EIR

The Final EIR presents changes that were made to the Draft EIR as a result of comments received during the public review period (i.e., September 30, 2019, to November 14, 2019). Revisions were made to clarify information presented in the Draft EIR, and only minor technical changes or additions have been made. These changes and additions to the EIR do not raise important new issues related to significant effects on the environment. Such changes are insignificant as the term is used in Section 15088.5(b) of the CEQA Guidelines. The Draft EIR is included as a component of the Final EIR, subject to the revisions included in the Response to Comments and the Final EIR as edited throughout the Draft EIR. Revisions to existing text are shown as ~~strikeout~~ (i.e., ~~strikeout~~) where text is removed and by underlined text (i.e., underline) where text is added for clarification.

Chapters 1 through 3 of the Final EIR contain an Introduction to Responses to Comments, Comment Letters Received, and Written Comments and Response on Draft EIR.

AFTER FINAL EIR COMPLETION

After the Final EIR is completed, the CPUC will make a final decision for the proposed project. Responsible and cooperating agencies may also use the EIR for their permitting processes.

AVAILABILITY OF FINAL EIR

The Final EIR is available for public review on the CPUC's project website, as follows: <https://www.cpuc.ca.gov/environment/info/dudek/egbert/egbert.html>. Hard copies are available at the following five libraries: (1) Brisbane Library, located at 250 Visitacion Avenue, Brisbane, 94005; (2) Bayshore Branch Library, located at 460 Martin Street, Daly City, 94014; (3) Visitacion Valley Library, located at 201 Leland Avenue, San Francisco, 94134; (4) Portola Branch Library, located at 380 Bacon Street, San Francisco, 94134; and (5) San Francisco Public Library, located at 5075 3rd Street, San Francisco, 94124. Copies of the Final EIR on CD may be requested by sending an email to egbert@dudek.com, with a subject line that states "Egbert Final EIR Request." The project website will be used to post all public documents during the environmental review process.

From: Dauler, Heather
To: [Hartnett, Jim](#); [Board \(@caltrain.com\)](#)
Cc: [Fromson, Casey](#)
Subject: FYI: FASTER letter from Palo Alto to Hill and Berman
Date: Monday, December 30, 2019 9:35:22 AM
Attachments: [image001.jpg](#)
[City of Palo Alto Dec 2019 letter re FASTER .pdf](#)

Good morning:

Attached, please find a letter to Senator Hill and Assemblyman Marc Berman from the Mayor of Palo Alto regarding the FASTER proposal. Please feel free to contact me with any questions.

Yours,

Heather Dauler, J.D.; LL.M.
Intergovernmental Affairs Officer, City Manager's Office
Senior Resource Planner, Utilities Department
650.329.2214 – Direct



December 30, 2019

The Honorable Jerry Hill
California State Senate
State Capitol, Room 5035
Sacramento, CA 95814

The Honorable Marc Berman
California State Assembly
State Capitol, Room 6011
Sacramento, CA 95814

RE: Senate Bill 278 (Beall)/FASTER Proposal – Projects and Principles from the City of Palo Alto

Dear Senator Hill and Assembly Member Berman:

On behalf of the City of Palo Alto, thank you for your support and leadership related to transit-oriented development and for investing in California's infrastructure for the 21st Century and beyond. A major priority of the City Council is addressing traffic and focusing on transportation priorities. Working closely with City staff and regional stakeholders, Palo Alto has identified key areas that we feel would benefit not only our community, but the broader Bay Area. We are encouraged by the potential funding for transportation infrastructure projects through SB 278 (Beall), and the subsequent FASTER proposal and we seek your support on this legislation.

Widespread equity in funding transportation projects through SB 278/FASTER will be a major issue for many Bay Area communities. SB 278 provides an exciting opportunity to equitably benefit the entire Bay Area. As you are aware, Santa Clara County experiences extreme traffic congestion and transit crowding, particularly during commute times. Therefore, FASTER should seek to get to the heart of these congestion and crowding issues by funding improvements to both public transit and surface streets. To assist in identifying initiatives aimed at such improvements, Palo Alto offers a key project and priorities to receive funding from Senator Beall's SB 278 and the FASTER program:

- 1) Caltrain grade separations for four at-grade train tracks in Palo Alto, including the second busiest Caltrain station and where ridership has increased significantly
- 2) Funding for Caltrain operations, to ensure sustained capital investment for regional projects
- 3) A clear and accountable governance structure for funding allocations. To ensure equity, achieve proper funding levels, and fully engage the community, we support leveraging sales tax as a funding mechanism, as is currently contemplated, mandating geographic equity in expenditures, proper oversight to ensure system coordination and fund management, and requirements to effectively engage a cross-section of stakeholders in program development.

Palo Alto, in discussion with our neighboring communities in Santa Clara County, is confident that you recognize the need for a concrete decision-making and an operating framework for a seamless transportation strategy which can rely on diverse funding mechanisms. We urge you to ensure that both the legislature and involved parties clearly understand, and have the opportunity to shape, the intent

December 30, 2019

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behind ensuring the larger success of FASTER. We anticipate providing additional recommendations in the near future based on coordination with other cities and as the legislative proposal takes shape.

Palo Alto looks forward to continuing to work with you to address traffic and transportation priorities. We appreciate your leadership on these and other issues facing our communities. Again, thank you for your work in supporting the future of California's transportation systems and infrastructure. We look forward to engaging in continued discussions regarding SB 278 and the FASTER proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Filseth", with a long horizontal flourish extending to the right.

Eric Filseth
Mayor
City of Palo Alto

Cc: Peninsula Corridor Joint Powers Board
Metropolitan Transportation Commission
Santa Clara Cities Association
Valley Transportation Authority
Townsend Public Affairs