



CALIFORNIA High-Speed Rail Authority

CalMod and High-Speed Rail Joint Local Policy Maker Group (LPMG) Meeting Agenda

Thursday, August 24, 2017
6:00 P.M. – 7:30 p.m.

SamTrans Offices – Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos

- I. LPMG Chair Report**
- II. Peninsula Corridor Joint Powers Board Staff Report**
 - a. Caltrain Business Plan (Sebastian Petty)
 - b. PCEP Update (Lin Guan, Stacey Cocke)
 - i. Electric Train Design & Public Input
 - ii. Infrastructure
 - iii. Tree Mitigation Commitment
 - iv. Early Pole Relocation
- III. High-Speed Rail Update** (Ben Tripousis, Will Gimpel, Yosef Yip)
 - a. Statewide Update
 - b. Project Section Update
 - c. Outreach Update
- IV. Public Questions & Comments**
- V. LPMG Member Comments/Requests**

Next Meetings:

- CalMod Meeting – September 28, 2017
- High-Speed Rail Meeting – October 26, 2017

All items on this agenda are subject to action

CALTRAIN BUSINESS PLAN UPDATE – JULY 2017

From: Mark Simon, Chief of Staff
Prepared By: Sebastian Petty, Senior Policy Advisor

Background:

Staff introduced the Caltrain Business Plan (Plan) with a presentation at the April 2017 Peninsula Corridor Joint Powers Board meeting. The presentation began with a retrospective of Caltrain's business performance since the introduction of Baby Bullet express service and a description of Caltrain's current financial challenges. The presentation then framed the purpose of the Plan in terms of;

- The imperative for Caltrain to achieve financial stability by aligning the railroad's costs and service delivery with available revenue and funding streams
- The opportunity to maximize the public value of the investment in electrification
- The need to understand the railroad's true long-term needs and to seek funding as part of upcoming ballot and legislative actions

The presentation went on to describe a year-and-a-half-long process that would include the development of an enhanced Capital Expenditure Plan, a core business plan for Caltrain services, and an expansion blueprint that would identify how the Caltrain corridor can best integrate with regional and statewide services and travel markets.

Update:

Since the April 2017 presentation, Caltrain staff has worked internally and in coordination with JPB partners and stakeholders to refine the Plan scope and further define schedule and resource needs. In doing so, Caltrain staff has developed a two-phase approach to the development of the Plan. This phased approach will provide the Board, partner agencies and the public with early and meaningful opportunities to shape the overall scope and outcomes of the Plan.

Phase 1: Development of a Business Strategy

The first phase of the Plan will be the development of a Business Strategy. The Business Strategy will provide an opportunity to further clarify the Plan's "problem statement" and will survey the range of issues and choices that collectively influence the Caltrain system's business outcomes. The strategy will then provide specific direction and guidance regarding the subset of issues that most urgently need to be addressed in the Plan.

Through its Planning and Rail Operations on call contracts Caltrain has procured the services of three consultants with significant domestic and international rail expertise:

- Peter Gertler, HNTB
- Tom Matoff, LTK
- Steve Hoskins, independent consultant

These experts will work with Caltrain staff to develop an initial Business Strategy framework that will then be refined and expanded through a series of intensive meetings and workshops to be held in mid-September. Meetings will span a variety of formats and will include internal, stakeholder and public audiences. Board member participation in a subset of these workshops is requested and assumed.

Caltrain staff is also developing plans for supplemental stakeholder and public outreach both in advance of and following the September workshops.

Following the completion of the September workshops, Caltrain and its consultants will draft a Business Strategy and present it to the full Board for review and adoption. At that time, staff will also present the Board with a detailed scope, resourcing and project management plan for Phase 2 of the Plan.

Phase 2: Completion of the Business Plan

Phase 2 of the Plan will include the detailed technical work needed to turn the Business Strategy into a fully articulated Plan. The scope of Phase 2 will be developed and refined during Phase 1. Nevertheless, staff anticipates that Phase 2 should include significant technical work addressing critical business areas such as;

- Future service levels, service patterns and updated ridership forecasts
- Infrastructure needs and phasing strategies
- Organizational and contracting considerations
- Review of supplemental business areas including fare policy, transit oriented development and provision of first- and last-mile connections

These technical evaluations will culminate in the development of financial projections for the railroad paired with a series of proposed actions and funding strategies that will show the choices Caltrain can make to achieve financial stability. As previously described to the Board, the final Plan will include both a “Core” business plan that directly addresses the Caltrain commuter rail service as well as an “Expansion Blueprint” that speaks to how the Caltrain corridor interfaces with other regional and state projects and services.

Resourcing:

Phase 1 of the Plan has been fully funded using project development funds adopted in prior years’ Caltrain Capital Budgets. The total cost of consultant services for Phase 1 has been budgeted at \$168,000.

The resource needs for Phase 2 have not been fully assessed but currently are estimated at in excess of \$1 million, a level of funding necessary given the scale of

technical work contemplated. Funding for this portion of the Plan has not yet been identified. Caltrain will discuss Phase 2 funding and project management approaches with its partners and stakeholders as Phase 1 work advances.

Relationship of the Business Plan to Ongoing Planning Efforts

There is a direct relationship between the Plan and a number of ongoing Caltrain planning efforts. Staff's intent is that the Plan leverage and build off of ongoing planning work when possible both as a means of economizing on resources and to ensure policy coherence. The individual planning efforts described below will be the subject of separate Board updates and actions.

- **The Short Range Transit Plan (S RTP):** Staff is currently assessing how best to coordinate the timing and content of an S RTP update with the larger Plan process and will return to the Board with a recommendation.
- **The Fare Study:** Caltrain is in the midst of a fare study with a targeted completion of early 2018. It is anticipated that the Fare Study, not the Plan, will be the venue for detailed discussion about Caltrain's fare structure and policies. The Plan will coordinate closely with the fare study, incorporating research and analysis from this effort along with any fare-related policy direction provided by the Board.
- **The Rail Corridor Use Policy, Station Management Toolbox, and Transit Oriented Development Policy:** The Caltrain Planning and Real Estate Departments have undertaken a suite of studies that will collectively provide analysis, guidance and recommendations related to JPB property use, station access and transit oriented development. The Board received an initial briefing on the Rail Corridor Use Policy and Station Management Toolbox in November of 2016 and will receive a more comprehensive update on all three projects in the coming months. The Plan will closely coordinate with these efforts, leveraging their technical findings and incorporating any policy direction the Board provides through these studies.
- **Blended Service Planning:** Caltrain has been coordinating with the California High Speed Rail Authority (CHSRA) since May of 2016 regarding assumptions about blended service and infrastructure included in the Authority's EIR / EIS for the San Jose to San Francisco segment. As referenced by Director Gillett at the May Board meeting, the California State Transportation Agency (CalSTA) has requested that both Caltrain and CAHSRA engage with CalSTA in a joint planning effort to better understand constraints and opportunities related to the provision of blended service in the Caltrain corridor. The scope and timing of this effort are still under discussion but will be closely coordinated with the Plan process as will any potential opportunities for state funding identified through Senate Bill 1.

Memorandum

Date: August 17, 2017
To: CalMod Local Policy Maker Group (LPMG)
From: Michael Burns, CalMod Chief Officer
Re: Peninsula Corridor Electrification Project Update



Construction Update

Starting August 15, construction activities began in South San Francisco and San Bruno as part of the Caltrain Electrification Project. Work includes tree pruning/removal, utility potholing and relocation, and signal/communication equipment inspection. After tree pruning/removal occurs, crews will begin work on the foundations for the overhead contact system poles.

On August 23, Caltrain will hold a community meeting regarding upcoming work for Burlingame and Millbrae.

Caltrain will mail construction notices to residents adjacent to the railroad right-of-way, and will hold community meetings prior to construction activities in each work area (see map). City councils, supervisors, and local, state and federal elected officials who represent the area where construction activities will take place will be notified prior to construction.

City Design Review Meetings

Caltrain is continuing to meet with cities where 65% OCS pole design is complete. Currently, this includes cities in the northern ends of Segments 2 and 4 (see map).

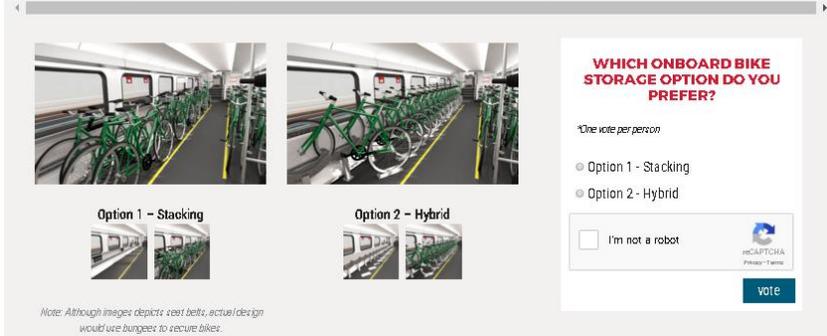
Electric Train Design

A poll asking the public's opinion on the electric train onboard bike storage is occurring now through September 1 at www.calmodtrains.com. The survey is in conjunction with station and event outreach, where samples of the different options are on display, allowing riders to try them out, offer feedback, and vote.

VOTE FOR YOUR PREFERRED ONBOARD BIKE STORAGE OPTION!

Caltrain is upgrading its overall bike capacity with the new electric trains. Your input is important to help inform the design of the new bike cars. **Vote for your preferred onboard bike storage option!** The poll closes at midnight on September 1, so be sure to check back afterwards for the results.

Option	Capacity	Benefits	Constraints
Option 1 - Stacking	72 bikes/train set 12.5% increase	<ul style="list-style-type: none">• More capacity• Accommodates greater variety of bike types• Similar to current system	<ul style="list-style-type: none">• Unless top bike, may need to move / shuffle others to access
Option 2 - Hybrid	68 bikes/train set 8.3% increase	<ul style="list-style-type: none">• Provides option that avoids stacking / shuffling of bikes	<ul style="list-style-type: none">• Less capacity• New concept not currently in use• May limit types of bikes accommodated



WHICH ONBOARD BIKE STORAGE OPTION DO YOU PREFER?

*One vote per person

Option 1 - Stacking

Option 2 - Hybrid

I'm not a robot

reCAPTCHA
Privacy Terms

vote

Note: Although images depicts seat belts, actual design would use bungees to secure bikes.

Another poll on the electric train seats occurred from July 20 to July 28. Over 2,500 votes were received, and the winning design was Option B.



The electric train microsite provides a critical avenue for public feedback on important design features and can be accessed at www.calmodtrains.com.



Memorandum

Date: August 24, 2017
To: CalMod Local Policy Maker Group (LPMG)
From: Ben Tripousis, Northern California Director, California High-Speed Rail Authority
Re: High-Speed Rail Program Overview & Update

California High-Speed Rail Program Update

1. Economic Benefits of High-Speed Rail

The California High-Speed Rail Authority released a report outlining the economic benefits of the planning and constructing high-speed rail in California. The study evaluated the economic impact from July 2006 through the end of July 2017, when American Recovery and Reinvestment Act funds will have been fully deployed for the program.

The report included a broader assessment of total economic impact of the completion of the Silicon Valley to Central Valley in 2025, as outlined in the 2016 Business Plan. Key findings include: \$2.3 billion infrastructure investment by the Authority has created – directly or indirectly – 19,900 to 23,000 job years; between \$1,380 million and \$1,680 million in labor income, and \$3.5 to \$4.1 billion in economic activity.

The Silicon Valley to Central Valley Line, the first to operational segment of the high-speed rail program with a projected investment of over \$18.7 billion during the planning and construction phase, is estimated to create a total of 198,700 job years of employment, generating a projected \$36.2 billion in economic activity.

According to the report, the majority of the economic activity has taken place within the state, with 94 percent of spending going to contractors, consultants, and small businesses. Forecast spending of approximately \$1.3 billion during fiscal year 2016-17 is expected to support approximately 12,550 additional job years.

To learn about the Authority's Economic Impact report, visit:

http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_071817_Item4_Presentation_on_the_Economic_Impact_of_High-Speed_Rail.pdf

2. High-Speed Rail Launches New Interactive Website

The Authority launches BuildHSR.com in August. The site is a new interactive website that offers immediate and efficient access to essential information about the 119-miles of construction underway in the Central Valley. BuildHSR.com features an interactive construction map and will be updated regularly with road and construct alerts, photos, videos, construction milestones and events.

BuildHSR.com was created with the user experience in mind and has been designed using the latest technology to ensure that site is compatible with today's browsers and mobile devices. Visitors are encouraged to explore the new website at www.buildhsr.com.

What's Happening in San Francisco to San Jose Project Section

In August 2017, Caltrain and High-Speed Rail hosted a joint City/County Staff Coordinating Group meeting. The Authority continues to work closely with Caltrain staff and hosts CSCG and LPMG meetings every other month.

The Authority continues stakeholder coordination and outreach along the San Francisco to San Jose Project Section corridor with additional public meetings in station cities, Environmental Justice outreach, and ongoing coordination and collaboration with Caltrain staff. These outreach meetings will include additional public meetings in:

- San Francisco and Millbrae on high-speed rail stations;
- Brisbane on the location of a light maintenance facility;
- San Mateo, Belmont, San Carlos, and Redwood City on passing tracks; and
- Santa Clara and San Jose on the aerial approach to Diridon Station.

Upcoming CSCG and LPMG Meetings

September's CSCG and LPMG meetings will be hosted by Caltrain. The next Authority-hosted CSCG meeting is scheduled for October 18, 2017 and the next LPMG meeting scheduled for Thursday, October 26, 2017.



Local Policy Makers Group (LPMG) Summary Meeting Notes for June 29, 2017

Summary Notes

Venue: Caltrain Offices, 1250 San Carlos Ave., 2nd-floor Auditorium, San Carlos, CA 94070

Members Present:

City/County	Representative or Alternative	Present	
		Yes	No
Atherton	C. Wiest	X	
Belmont	E. Reed		X
Burlingame	E. Beach	X	
Menlo Park	R. Cline		X
Millbrae	R. Holober		X
Mountain View	L. Siegel	X	
Palo Alto	G. Tanaka	X	
Redwood City	S. Masur		X
San Bruno	K. Ibarra		X
San Carlos	R. Collins	X	
San Francisco	G. Gillett	X	
San Jose	D. Davis	X	
San Mateo	J. Goethals		X
Santa Clara	K. Watanabe	X	
South San Francisco	K. Matsumoto	X	
Sunnyvale	N. Smith	X	

Chair: J. Gee (Peninsula Corridor Joint Powers Board)

Vacant Seat(s): City of Brisbane, City and County of San Francisco Board of Supervisors (BOS), San Mateo County BOS, Santa Clara County BOS

California High-Speed Rail Authority (Authority) Staff: B. Tripousis, M. Galli, W. Gimpel, B. Fukuji, P. Potter, L-M. Bouvet.

1. Introductions and Agenda Review

Chair Jeff Gee welcomed LPMG members. Ben Tripousis, California High-Speed Rail Authority Northern California Regional Director, conducted roll call and reviewed the agenda.

2. High-Speed Rail Program Update

Tripousis provided an update on how the Authority is making significant progress with construction of the high-speed rail system in the Central Valley. Currently, there are 12 active

construction sites along a 119-mile corridor between Madera and Bakersfield, representing over \$3 billion in investments. The Authority is committed to an aggressive 30-percent small business participation goal for high-speed rail contracts.

Tripousis provided an update on the statewide program. There are leadership changes at the Authority: Jeff Morales is stepping down as Chief Executive Officer (CEO) and Tom Fellenz will be serving as interim CEO. The Authority Board of Directors is conducting a national search for a successor to Mr. Morales. The Authority is also seeking to hire a Chief Operating Officer (COO) which is a new position for the Authority. The COO will focus on the day-to-day operations of the program. The Authority intends to fill these two positions by the end of the summer.

Tripousis noted that the Authority issued an Early Train Operator Request for Qualifications (RFQ16-13) in December 2016. Five teams submitted Statements of Qualifications in April. During the June 14 Board of Directors meeting, the Board unanimously voted to approve the issuance of a Request for Proposals (RFP) for Early Train Operator Services and all five teams were invited to submit proposals. The RFP was released on June 16.

An Early Train Operator will assist the Authority with the development and management of the initial operations of the high-speed rail system. Early engagement of a train operator is a critical step that moves beyond planning, design, and construction towards a commercial operation phase. By strategically partnering with a private sector operator, the Authority will ensure the high-speed rail system is designed to enhance ultimate commercial value and profitability.

The Early Train Operator contract has a not-to-exceed value of \$30 million for its first phase – planned to be six years. The Authority will hold a pre-bid conference for the RFP on July 12, 2017 in West Sacramento, with proposals due to the Authority by September 19. The Authority anticipates awarding the contract in December upon final review by the Board.

Tripousis noted the Authority and Caltrain are finalizing a funding grant agreement for a total of \$713 million, including \$600 million of Proposition 1A Bond funding that was identified by the Legislature for the Caltrain Peninsula Corridor Electrification Project. The Caltrain electrification project is moving forward, and the funding plan has been approved by the Department of Finance.

Another milestone achieved this month is the execution of an agreement with Caltrain and the City of San Mateo for the funding and implementation of the 25th Avenue Grade Separation project at Hillsdale. The Authority is contributing \$84 million to that effort and construction is ready to begin.

3. San Francisco to San Jose Project Section Update

Tripousis noted that the Authority is modifying the Northern California environmental schedule by extending the review and outreach process to ensure ample time to collaborate with stakeholders on the alternatives under study. The HSR program has ten environmental documents in progress and its federal partners, including the Federal Rail Administration, the

U.S. Environmental Protection Agency, and the U.S. Army Corps of Engineers want the Authority to prioritize sections and develop a better schedule for their review. At the appropriate time, the Authority will release an updated schedule for both the San Francisco to San Jose and San Jose to Merced Project Sections. Tripousis expects to have updated schedules by early autumn.

Tripousis acknowledged and thanked the San Carlos City Council for inviting the Authority to provide a project update and reminded the LPMG members that the Authority is ready to make similar presentation to municipal councils upon request. Such presentations provide an opportunity for the Authority to speak directly to the community and local governments and to respond to local and regional questions from each community.

LPMG Member Comments, Questions & Answers

- Q: What is the deadline for reaching out to the Authority for community meetings?
 - R: For the moment, there is no deadline. Our initial goal is to have a Preferred Alternative in late summer and a draft environmental document by the end of the year. As the environmental schedule is shifting, we have more time to work with local communities. We hope to have a revised schedule by early autumn.

Project Section Progression

Will Gimpel, San Francisco to San Jose Project Manager, summarized how the Project Section alternatives have been narrowed and progressed over time.

Gimpel reviewed the two alternatives currently being studied, and the distinguishing components of each alternative. The ultimate alignment could incorporate elements from each alternative:

- Alternative A includes a light maintenance facility (LMF) in Brisbane to the east of the mainline tracks, no additional passing tracks, and a short aerial approach to an elevated Diridon Station.
- Alternative B includes an LMF in Brisbane to the west of the mainline tracks, additional passing tracks in the middle of the corridor, and a long aerial approach to an elevated Diridon Station.

In general, Alternative A has fewer environmental impacts than Alternative B.

Common Project Elements

Gimpel reviewed project elements that are common to both alternatives. These elements include:

- Until the Transbay Transit Center and the Downtown Extension are built, HSR will terminate at the San Francisco 4th & King station where there will be two platforms and four platform faces for the exclusive use of high-speed rail.
- Millbrae Station modifications will expand the station west towards El Camino Real into a four-track station to allow for simultaneous use by Caltrain and HSR.
- Track modifications will be made to enable trains to operate at up to 110 mph along the peninsula and the two operators are planning for a service pattern of four high-speed trains and six commuter trains per hour/per direction in the peak period.
- The Authority will partner with Caltrain to address safety modifications at 41 at-grade roadway crossings along the peninsula. This includes three planned grade-separations at

25th, 28th, & 31st avenues in San Mateo.

- The Authority will address the hold-out rule at both Burlingame Broadway and Atherton Caltrain stations. The hold-out rule prevents a second train from entering stations where center platforms require passengers to cross active tracks to board and alight from trains.
- The Authority will evaluate potential safety modifications at Caltrain stations.

Tripousis noted that the Authority was approached by Councilmember Siegel (Mountain View) regarding potential grade separations and is ready to move discussions forward with the city.

LPMG Member Comments, Questions & Answers

- Q: Will the early operator be on-board before the Preferred Alternative is selected? Is that the goal?
 - A: The Authority is trying to bring the early operator on-board before the end of the year. Given the shifting schedule, it is likely the early operator would be on-board before the selection of the Preferred Alternative.
- Q: When it comes to deciding the Preferred Alternative, I remember our last discussion where you were figuring out the schedule so we and the public have more tangible understanding of the public outreach, details, and scenarios. Would it continue to be part of the public process as we discussed last time?
 - That will absolutely be part of the public process and we are working with our Caltrain partners to ensure that the needs of the electrification project are addressed as we work together to develop the blended service. The options and operations will be evaluated in the environmental documents.
- C: There is a hold-out-rule in Burlingame. We have a grade separation project that is in the environmental and engineering stage right now. It certainly doesn't make any sense to tear up and do station enhancements if we want to do the grade separation within a few years. I'm sure there are other communities that have the same issues and I'm hoping it will be part of the dialogue "to kill two birds with one stone."
 - A: Absolutely, we want to work with the local communities and determine how we can best partner with them to integrate local projects with the HSR program.
- Q: For grade separation projects, what is the process to getting things started?
 - A: Using the example that we just talked about, the City of San Mateo initiated a grade crossing project in collaboration with Caltrain. As Councilmember Siegel pointed out, Mountain View is initiating the environmental review process for the grade separation in Mountain View. In Burlingame, the city initiated the analysis. The local communities in these examples are taking the initial steps. In the San Mateo case, the city moved forward with environmental clearance and evaluation, and established a budget for the three grade crossings and then approached the Authority with a request to participate in the development of that project. It makes sense for the Authority to be a partner in the development of these initiatives. It allows Caltrain and San Mateo to move the project forward in a more timely fashion.
- Q: How much money will come from the city and how much from Caltrain and the Authority for the grade separation?
 - A: It is different in every case. The 25th, 28th, and 31st Avenue grade-separation project in San Mateo is an example. For this project, the Authority has committed

\$84 million, the City of San Mateo has committed \$12 million, and the San Mateo County Economic Development Association has committed approximately \$85 million. Having the Authority as a partner in these types of investments makes addressing grade separations along the peninsula more feasible.

- Q: Has a decision been made between the short or long viaduct?
 - A: No, it is an element of the project that will be evaluated in the environmental documents.

Outreach Updates

Galli summarized recent outreach events. The Authority is continuing to conduct outreach along the corridor and wants to focus on some of the areas that are directly affected by the project elements and where members of the community have the greatest interest and the most questions: station cities (San Francisco, Millbrae, San Jose); Brisbane and the neighborhoods surrounding the potential LMF; Santa Clara and San Jose for the Diridon approach; and San Carlos, San Mateo, and Redwood City for the potential passing tracks. The Authority wants to conduct future outreach in these communities and welcomes requests from community members who want to learn more about the HSR project.

The project team met with the City of San Carlos to discuss the passing tracks options. The project team also met with the CSCG group. Galli noted that the CSCG members have requested an alignment tour be held in late summer or early autumn. Environmental Justice outreach is ongoing.

The project team continues to map comments and values identified by the Community Working Group.

LPMG Member Comments, Questions & Answers

- Q: What is an alignment tour?
 - A: We will travel the corridor via bus, stopping at the points of interest (e.g., station locations, hold-out rule stations, Brisbane LMF sites, passing track locations) to see the context of potential project elements.
- Q: Would it be possible to open the tour to the LPMG if there are places available?
 - A: Yes, we will keep you posted. If there is enough interest, we may schedule two tours.
- C: Councilmember Collins thanked Authority staff for the presentation to the San Carlos City Council, and encouraged other communities to invite Authority staff to present to their councils.

4. Public Comments/Questions

- C: I would like to talk about two things regarding the leadership changes at the Authority:
 1. The good news is that WSP, a highly respected Canadian company, has appointed Chief Program Officer Roy Hill, who was a high-speed rail executive officer in the UK. I am hopeful we will see some changes down the line.

2. Conducting a national search for a new CEO is not going to work because there is no high-speed rail expertise in this country. The search must be international. Lack of such leadership is the reason is there were massive alignment mistakes in the Central Valley.
- C: Regarding the 25th Avenue grade separation, I am concerned the state will spend \$200 million on a brand-new station at Hillsdale with no room for increased capacity.
 - C: In 2013 Will Kempton advised the Authority to hire an Early Operator while he was head of the peer review group.
 - C: It is important to provide community members and decision-makers the schedule consequences of the different passing tracks options in order to understand the potential impacts to communities and Caltrain service for years to come. We don't want to see commuter trains waiting ten minutes for a train coming from Los Angeles. We want to see some solutions that would not have such outcomes.
 - C: Regarding station design, there are concerns about the proposed improvements at the South San Francisco station, including safety issues associated with high-speed-trains passing through at 110 mph.
 - C: I want to raise a concern about Brisbane. The city is considering different scenarios for how the area may be developed, whether it would be strictly commercial or mixed-use with housing. HSR has identified two potential locations there (east and west) for a maintenance facility, and would use only half the site. HSR is evaluating options but the city is considering the future uses of the entire site. None of these scenarios are going to happen. We hope to see all parties looking at scenarios that are likely to happen.

5. LPMG Member Comment/Requests

- C: LPMG members noted there is no Brisbane representative at the LPMG meeting. With the ongoing discussion regarding the potential light maintenance facility in Brisbane, it is strongly recommended that Brisbane have a representative at future meetings.
- Q: Will we meet in July?
 - A: We will meet in July to discuss Caltrain Electrification unless there is a desire to skip the July meeting. Galli will poll members to determine their interest in a July meeting.

6. Next Meeting

The date for the next Caltrain-hosted LPMG meeting is to be determined. The next Authority-hosted LPMG meeting will be held on August 24, 2017.



Northern California Regional Update

The California High-Speed Rail Authority (Authority) continues its commitment to conduct public outreach. Here are a few updates this month:

Statewide Updates

July Board of Directors Meeting

During the July 18 Board of Directors' meeting, the Board received two major informative updates on how the high-speed rail program is speeding along in California.

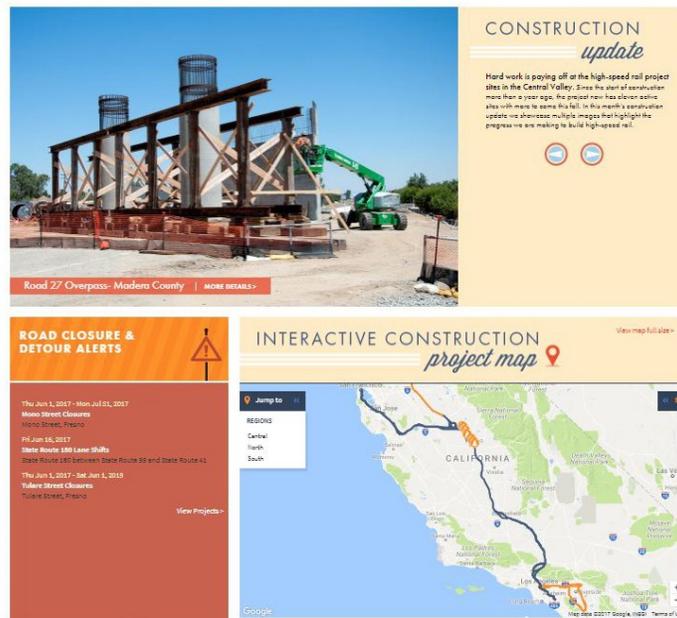
The first update was the latest on construction progress in the Central Valley. The presentation covered the major work happening in three construction areas representing over 119 miles and the ongoing geotechnical work in the San Jose to Merced project section. As part of that presentation, the program also produced a video that highlights the high-speed rail projects three most visible work sites: The Cedar and San Joaquin Viaducts and the State Route 99 realignment. You can view the video [here](#).

The Board also received a presentation on the economic benefits of the high-speed rail program from a regional and national perspective. And it's no big surprise that the positive impacts the program has had on the state are immense. From July 2006 through July 2016, the Authority has invested over \$2.3 billion in planning and constructing the nation's first high-speed rail program. The analysis also looked at the direct impacts supported by the high-speed rail program, which include prime and subcontractors employing construction workers, planners, engineers and others. It also looked at the indirect impacts, which represent spending on goods and services that support direct investment, such as concrete supply and machine rental companies. You can see the materials from their presentation [here](#).

BuildHSR Website Launched

The California High-Speed Rail Authority has launched a new and improved BuildHSR website that showcases the latest work happening in the Central Valley and has an interactive construction map.

We have 13 active construction sites online, with several more to come this fall. For the latest information about high-speed rail construction, visit www.BuildHSR.com.



High-Speed Rail Works to Successfully Relocate Central Valley Business

The Authority is pleased to share one of its newest successful business relocations in the city of Fresno. Gymnastics Beat, a local gym designed for students to learn gymnastics skills, has reopened in its new location near Jacquelyn and Gates Avenues in Fresno. The gym's previous location along Golden State Boulevard was impacted by the high-speed rail alignment. Gym owner, Sam Shima, was able to work collaboratively with the California High-Speed Rail Authority and the Fresno Economic Development Corporation to ensure a successful move and continued family-friendly fun in his company's new 18,000 square-foot facility. Operating since 2003, Gymnastics Beat offers classes for kids six years old and above. Students learn gymnastics skills, including tumbling, bars, rings, beam and vault. See why this relocation was important to the growth of the company [here](#).



What's New in San Francisco to San Jose Project Section

The Authority is pleased to celebrate the much anticipated Groundbreaking of the Caltrain Electrification Project, which took place on Friday, July 21 at the Millbrae Transit Center. Speakers included Governor Jerry Brown, Congresswoman Nancy Pelosi, House

Democratic Leader, Congresswoman Anna Eshoo, Congresswoman Jackie Speier, State Senator Jerry Hill, State Senator Scott Wiener, State Assemblyman Kevin Mullin, and San Francisco Mayor Ed Lee. The Authority committed \$713 million in funding to this critical connectivity project, bringing the state closer to a more seamless and integrated statewide passenger rail system.



The July Caltrain-hosted Local Policy Maker Group (LPMG) meeting was cancelled due to summer schedules. The next regularly scheduled LPMG meeting is Thursday, August 24 and will be cohosted by the Authority and Caltrain. An agenda will be posted [here](#) on the Authority website as the meeting date draws closer. The LPMG meetings are open to the public.

Recent outreach included presentations to the Belmont City Council and North Fair Oaks Community Council. The Authority continues stakeholder coordination and outreach along the San Francisco to San Jose Project Section corridor with additional public meetings in station cities, Environmental Justice outreach, and ongoing coordination and collaboration with Caltrain staff.

What's New in San Jose to Merced Project Section

The Authority and its contractor Kleinfelder continue to perform geotechnical work along State Route 152 in the Pacheco Pass. Drilling crews are taking soil and rock samples from several locations within the public right of way. These samples will be used to determine the exact conditions of the ground, hundreds of feet below the surface, where roughly 13 miles of future high-speed rail tunnels are proposed. This work will continue for the next few months, scheduled to be completed by the end of September.

While the process to environmentally clear the San Jose to Merced Project Section is still underway, getting a head start on geotechnical investigations is crucial. See why this work is so important and learn more about the history crews are unearthing right here in Northern California.



Here are several ways to stay involved by providing comments or asking questions:

Via Email:

san.francisco_san.jose@hsr.ca.gov
san.jose_merced@hsr.ca.gov

Via Phone:

San Francisco to San Jose Project
Section:
(800) 435-8670

San Jose to Merced Project Section:
(800) 455-8166

Sincerely,

Ben Tripousis
Northern California Regional Director

SEE MORE AT WWW.HSR.CA.GOV

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CONSTRUCTION *update*

AUG
2017

Video || IT'S HAPPENING & HARD TO MISS

Our latest construction video highlights the three most visible work sites in the Central Valley. The Cedar and San Joaquin River Viaducts are the Southern and Northern gateways into Fresno and are considered signature structures along the alignment. We also look at the State Route 99 Realignment which runs two miles through the heart of central Fresno. Watch the video at youtube.com/cahighspeedrail You can see more photos from these projects at BuildHSR.com.



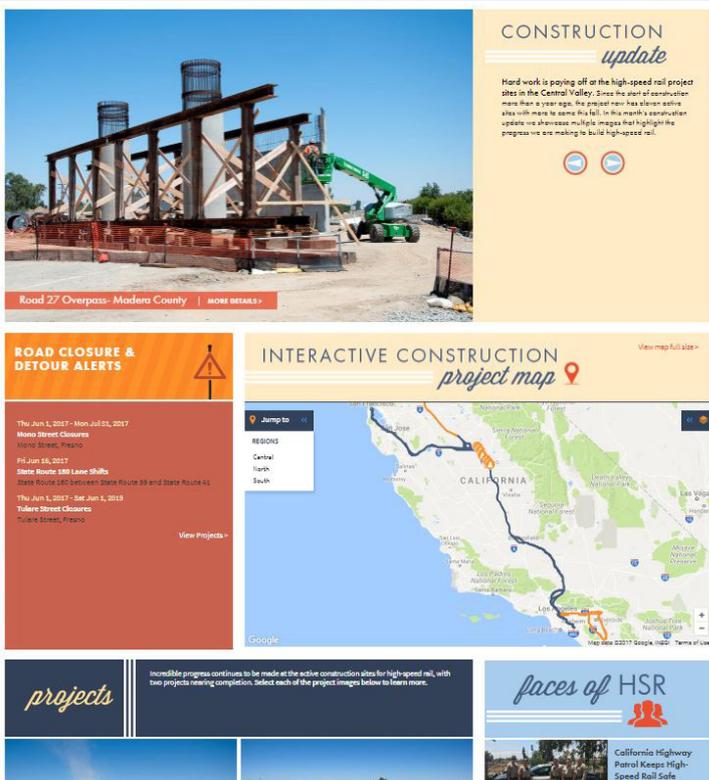
Cedar Viaduct



State Route 99



SJ River Viaduct



THE NEW BUILDHSR.COM

The California High-Speed Rail Program has launched a redesigned version of BuildHSR.com. The new site is fully responsive, meaning it will look and work great on your phone or tablet as well as your computer. The new site features:

- More Photos
- Slideshow Navigation
- Faces of High-Speed Rail
- Interactive Map highlighting both the project site locations and road closures
- Details for each site under construction

The new version of BuildHSR.com will be a one-stop shop keeping you current on all the construction activity along the high-speed rail alignment.



CLOSING IN ON COMPLETION

*Construction Package 1***FRESNO RIVER VIADUCT** | MADERA COUNTY

The first major construction on the California High-Speed Rail Program began in summer 2015 at the Fresno River Viaduct in Madera County. That work is now largely complete, with the exception of some minor concrete patchwork. This structure is approximately 1,600-feet and will carry high-speed trains over the Fresno River and State Route 145.

**TUOLUMNE STREET BRIDGE** | FRESNO

The Tuolumne Street Bridge in downtown Fresno is near completion with final striping and permanent signage placement scheduled for the end of this month. The structure is expected to open in soon.

**COTTONWOOD CREEK** | MADERA COUNTY

Barrier walls have now been poured, and as at the Fresno River Viaduct, much of the work for the Cottonwood Creek crossing is complete. To the north and south of Cottonwood, preparatory work will begin next for the first section of guideway. This involves specific earthwork to convey the high-speed train at-grade.



Fresno
County

TWO NEW PROJECTS BEGIN



AMERICAN AVENUE VIADUCT

Another work site begins for an overcrossing at American Avenue in Fresno County, the southernmost point of Construction Package 1. Crews have constructed the foundation for an abutment, drilled shafts about 66-feet deep, and installed rebar cages. Concrete is then poured into the shafts, after which more rebar and concrete will be added to form the overcrossing support piers that support the crossing deck.

GOLDEN STATE BLVD.
REALIGNMENT

Realignment of Golden State Blvd. south of Herndon Ave. in north Fresno has begun with the relocation of utilities. The new alignment of Golden State will be constructed to the west, replacing approximately five miles of roadway, so that the high-speed rail line can be built between the freight rail line and the roadway.

OVERCROSSINGS UNDER CONSTRUCTION
Madera County



AVENUE 12

Excavation work for a new Avenue 12 alignment continues in Madera County east of Madera Community College. Two bridges will be connected by an earthen embankment for a crossing that will allow Avenue 12 traffic to cross over the future high-speed rail line and the freight line further to the east. Approximately 500,000 cubic yards of fill dirt is being trucked to the site to build up the embankment, and additional dirt is currently being trucked into the east of the BNSF tracks. Crews are constructing the abutment wall on the west side of the tracks, while on the east side, an electrical pole is being relocated and then excavation and a drill rig will move in to begin work on the abutment substructure for that side.



ROAD 27

At Road 27 in Madera County, crews will be pouring concrete for the south abutment. Falsework, forming, and rebar steel tying has begun for the caps on top of the columns. Important right-of-way parcels were acquired last month allowing dirt operations to begin at the ends of the bridge. The Road 27 crossing will take traffic over the existing railroad line and the future high-speed trains, eliminating the need for the existing at-grade crossing.



MUSCAT AVENUE VIADUCT | FRESNO

The Muscat Avenue Viaduct has also had its initial concrete pour for the superstructure. The viaduct will take high-speed trains to and from ground level west of State Route 99 once it is connected to the Cedar Viaduct.



FRESNO TRENCH & 180 PASSAGEWAY | FRESNO

Paving has been completed and traffic has been shifted to temporary outside lanes on State Route 180 (SR 180). Crews are currently at work in the median of the highway, pouring concrete for soldier pile walls on the section of the Fresno Trench that crosses under SR 180. The trench will take high-speed trains under a rail spur, a canal, and the highway, about 40 feet below ground level.

CONSTRUCTION PACKAGE 1 - 4 MAP



JOB NUMBERS AS OF JUNE 30

CONSTRUCTION LABOR WORKERS

1282

CP 1:	952
CP 2-3:	227
CP 4:	103

SMALL BUSINESS NUMBERS AS OF APRIL 30

PAID TO SMALL BUSINESSES

CP 1:	\$116 M
CP 2-3:	\$7.5 M
CP 4:	\$3.2 M

SMALL BUSINESSES WORKING

116
70
22

CONSTRUCTION PACKAGE 2-3 PRECONSTRUCTION ACTIVITIES



Preconstruction activities continue in Construction Package 2-3 in Fresno and Tulare Counties. Already crews have carried out geotechnical and demolition projects. Currently, crews are conducting embankment fill tests and utility relocations.

LATEST VIDEOS

youtube.com/cahighspeedrail



NORCAL GEOTECHNICAL WORK

Geotechnical work is underway along State Route 152 in the Pacheco Pass. Watch the video to see how pieces of the past will be used to help shape the future of transportation.



SUCCESSFUL RELOCATION

Fresno's Gymnastics Beat had to move to make way for high-speed rail. See how the owners worry turned to relief when he found this new location.



contact

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