Caltrain / HSR Joint
Local Policy Maker Group (LPMG) Meeting

Thursday, June 28, 2018
5:30 p.m. – 7:30 p.m.
SamTrans Offices – Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos

Agenda

1. Staff Report
2. Caltrain Business Plan
3. Caltrain Electrification Project
4. HSR Updates
5. Public Comments
6. LPMG Member Comments/Requests
   a. Grade Separation Toolkit
7. Next Meeting
   a. Thursday July 26, 2018 at 5:30pm

All items on this agenda are subject to action
Memorandum

Date: June 28, 2018
To: Local Policy Maker Group (LPMG)
From: Sebastian Petty, Caltrain
Re: Caltrain Business Plan Updates

Over the past several months, Caltrain has worked with its public agency partners and Stanford to identify and procure the consultant expertise necessary to deliver the Caltrain Business Plan. At the June LPMG meeting, Caltrain staff will provide an overview of the consultant team structure and describe the role that specific firms and individuals will have in delivering the project including technical analysis, outreach and project management. The team has already begun working and starting in July, the LPMG will begin to receive presentations that reflect their output.
Project Structure

JPB

- Ad Hoc Committee
- Citizen's Advisory Committee
- External Review Committee
- Partner GM Group
- Project Stakeholder Committee
- Project Partner Committee

Jim Hartnett

Internal Project Team

Technical & Outreach Consultants

Local Policy Maker Group Group

City / County Staff Coordinating Group
Consultant Team

• Local, national and international expertise
• Interdisciplinary team with participation by multiple firms
• Combines resources (~$5m) contracted through Caltrain and Stanford into an integrated team structure
Consultant Team

SEBASTIAN PETTY,
CALTRAIN PROJECT MANAGER

MELISSA REGGIARDO,
DEPUTY PROJECT MANAGER

Melissa DuMond, Project Advisor
Kimley-Horn

Nate Conable, Project Technical Manager
Fehr & Peers

Aidan Hughes, Project Strategy Manager
Arup

Operations Analysis
DB Engineering and Consulting

Business Case
First Class Partnerships

Organizational Assessment
Permut Consulting

Funding and Engineering
Arup

Transportation Planning
Fehr & Peers

Education & Outreach
Fehr & Peers

KEY
Contracted under F&B procured through planning on-call

Contracted directly through Caltrain or High Speed Rail

Contracted directly through Stanford University

Joint Development/Economics
Strategic Economics

Community Outreach
EnviroIssues

Economic Impact Analysis
HDR

Media & Web Engagement
Convey

Stakeholder Outreach
Apex Strategies
## Project Management

<table>
<thead>
<tr>
<th>Category</th>
<th>Team</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Management</td>
<td>Fehr and Peers (Nate Conable)</td>
</tr>
<tr>
<td>Strategy Management</td>
<td>Arup (Aidan Hughes)</td>
</tr>
<tr>
<td>Outside Advising</td>
<td>Kimley Horn (Melissa DuMond)</td>
</tr>
</tbody>
</table>
# Technical Analysis

<table>
<thead>
<tr>
<th>Category</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Market analysis and travel demand modeling</td>
<td>Fehr and Peers</td>
</tr>
<tr>
<td>Service planning and infrastructure specification</td>
<td>DB Engineering &amp; Consulting (joint work with/through HSR)</td>
</tr>
<tr>
<td>Capital project costing and funding</td>
<td>Arup</td>
</tr>
<tr>
<td>Integrated business model development and business case strategy</td>
<td>First Class Partnerships (through Stanford)</td>
</tr>
<tr>
<td>Community interface assessment</td>
<td>Fehr and Peers</td>
</tr>
<tr>
<td>Joint development / economics</td>
<td>Strategic Economics</td>
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<tr>
<td>Economic impact analysis</td>
<td>HDR Decision Economics</td>
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<tr>
<td>Organizational assessment and Strategy</td>
<td>Permut Consulting (through Stanford)</td>
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## Production, Outreach & Engagement

<table>
<thead>
<tr>
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<tr>
<td>Project production</td>
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<tr>
<td>Outreach support</td>
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<tr>
<td>Stakeholder engagement strategy</td>
<td>Arup, Apex Strategies</td>
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<tr>
<td>Community outreach</td>
<td>Envirolissues</td>
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<tr>
<td>Media and web engagement</td>
<td>Convey</td>
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</table>
Key Milestones

- **Business Strategy** (Spring 2018)
- **Service Vision** (End of 2018)
- **Business Plan** (Summer 2019)
Questions
Memorandum

Date: June 28, 2018
To: CalMod Local Policy Maker Group (LPMG)
From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov Affairs Director
Re: Peninsula Corridor Electrification Project Update

ELECTRIC VEHICLE UPDATE

In June, Electric train manufacturing continued, with the first cab donning the Caltrain exterior design (selected by Caltrain riders and the community). Fabrication of the bathroom and bike car underframes for the first trainset commenced, and carshell structural testing is underway on a cab car designated for the second trainset. The vehicles continue to take shape as carbody subassemblies and the welding of car shell structures continues.

View more pictures at CalMod.org/gallery.
**ELECTRIFICATION INFRASTRUCTURE UPDATE**

In June, crews began potholing utilities in San Francisco and Brisbane while continuing foundation installation in South San Francisco, San Bruno, Millbrae, Burlingame and San Mateo. Crews have also started construction of the Traction Power Substation in San Jose which will provide power to the overall system once electrified.

To sign up for weekly construction updates or for more construction information, visit [CalMod.org/Construction](http://CalMod.org/Construction).

**Public Meetings Re: Construction Activities**
- Occurred
  - N/A
- Upcoming Meetings
  - Burlingame July 16

For more details, and a full list of upcoming meetings, please visit [CalMod.org/events](http://CalMod.org/events).

**DETAILED PROGRESS REPORT**
To view the PCEP Monthly Progress Report, please visit: [http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html](http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html)
Memorandum

Date: June 28, 2018
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Acting Northern California Regional Director
Re: LPMG E-Update from High-Speed Rail

California High-Speed Rail Program Update

Final 2018 Business Plan
On March 9, 2018, the California High-Speed Rail Authority (Authority) released the Draft 2018 Business Plan for public review and comment. During the 60-day comment period, the Authority received over 500 comments. The Final 2018 Business Plan was adopted by the Authority Board of Directors on May 15, 2018 and submitted to the State Legislature on May 25, 2018.

In the Final 2018 Business Plan, the Authority builds on the 2016 Business Plan to maintain the priority of completing the Silicon Valley to Central Valley line with the following key commitments:
- deliver the Phase 1 System
- deliver passenger service as soon as possible
- invest in bookend projects
- continue planning for Phase 2 extensions

The Final 2018 Business Plan can be found here on the Authority website along with technical supporting documents.

High-Speed Rail Program Baseline
On June 19, 2018, the Authority Board accepted the baseline delivery plan, including updated Record of Decisions (ROD) dates.

What is the baseline? The high-speed rail program’s baseline is an important management tool that sets the Authority on a path to deliver the goals set forth in the 2018 Business Plan. The adoption of this baseline is the second significant step in a 3-step process to take a more disciplined approach to the program.

Step 1: The adoption of the 2018 Business Plan laid out the vision and a new implementation strategy.

Step 2: The baseline aligns the scope, schedule and budget to deliver the priorities set forth in the 2018 Business Plan. In short, it represents the what, the when, and the cost.

Step 3: The program management plan will lay out how the Authority will manage the program, including organizational restructuring, defined roles and responsibilities, and improved program governance.

In addition to the baseline delivery plan, below are the updated Northern California ROD dates, which have been posted on the Federal Railroad Administration’s Federal Dashboard:
- San Francisco to San Jose Project Section is March 2021
- San Jose to Merced Project Section is November 2020
More information on the June 19, 2018 Authority Board meeting and materials presented to the Authority Board on the Program Baseline can be found [here](#).

**San Francisco to San Jose Project Section Update**

**Connecting Community Strategies**
In 2016 and 2017, the Authority facilitated a series of Community Working Group (CWG) and Technical Working Group (TWG) (for the San Francisco to San Jose Project Section, the TWG is the City/County Staff Coordinating Group (CSCG)) meetings throughout the state. At these meetings members were asked to participate in a Community Priorities Exercise, which focused on listening to community values, mapping and identifying local projects that can be part of the project, a potential mitigation, or an opportunity to collaborate for mutual benefit. In Northern California, these working groups identified a wide range of projects that cross or parallel the future blended service corridor. Many of these projects are active transportation, station access, and transit-oriented development projects.

The “Connecting Communities Strategy” is a comprehensive mapping of these projects and analysis of potential grant funding opportunities to share with corridor and station communities. The projects are packaged by areas with the greatest concentration of disadvantaged communities. They are organized to create “co-benefits,” which can increase the competitiveness of local grant applications. After more than a year of mapping and analysis, and in collaboration with our California Climate Investment (CCI) partners to align state cap and trade funding to invest in local community projects along the blended service corridor and station areas, the Authority plans to reengage with city staff and CWG members to advance these opportunities.

**Local Policy Maker Group (LPMG)**
The next LPMG meeting is scheduled for Thursday, July 26, 2018.
SAN FRANCISCO TO SAN JOSÉ PROJECT SECTION

Boris Lipkin, Acting Northern California Regional Director
Bruce Fukuji, Northern California Planning Manager

Local Policy Maker Group
Thursday, June 28, 2018
STATEWIDE UPDATE

Boris Lipkin
Acting Northern California Regional Director
March 9, 2018: Draft 2018 Business Plan
May 7, 2018: close of 60-day comment period
  » Over 500 comments received
May 15, 2018: Authority Board adopted the Business Plan
June 1, 2018: Final 2018 Business Plan submitted to the Legislature

Key Commitments
- Deliver the Phase 1 System
- Deliver passenger services as soon as possible
- Invest in bookend projects
  » San Francisco to San Jose – Caltrain Electrification
  » Burbank–LA–Anaheim corridor
- Continue planning for Phase 2 extensions
ENVIRONMENTAL MILESTONES

• June 19, 2018: Authority Board accepted the baseline delivery plan, including updated Record of Decision (ROD) dates

  » ROD Dates
    • San Francisco to San Jose Project Section – March 2021
    • San Jose to Merced Project Section – November 2020

  » Posted on the Federal Railroad Administration’s Federal Dashboard
CONNECTING COMMUNITIES STRATEGY
OPPORTUNITIES FOR LOCAL COMMUNITIES

Bruce Fukuji
Northern California Planning Manager
• Connecting Communities Strategy
• State Partner Collaborations
• Aligning State Funding Opportunities for Community Investment
• Benefits to Local and Disadvantaged Communities
• Next Steps with Local Agencies
CONNECTING COMMUNITIES STRATEGY
OBJECTIVES AND TIMELINE

Statewide Outreach

- Engage community interests
- Define values and priorities
- Map opportunities to influence design and collaborate
- Align projects with state funding opportunities

<table>
<thead>
<tr>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td>Inquire</td>
<td>Validate</td>
<td>Rank</td>
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<tr>
<td>Working Group Meetings</td>
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<td>State Partner Meetings</td>
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<tr>
<td>Approach</td>
<td>Criteria</td>
<td>Mapping</td>
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<tr>
<td>Revisit &amp; Confirm</td>
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</tbody>
</table>
CONNECTING COMMUNITIES STRATEGY

STATEWIDE OUTREACH

**NorCal Community Working Groups**
- San Francisco
- San Mateo
- Santa Clara County
- San Jose
- Morgan Hill to Gilroy

**Technical Working Groups**
- City/County Staff Coordinating Group
- Local Policy Maker Group
- San Jose to Morgan Hill Group
- Gilroy to Los Banos Group

**SoCal Stakeholder Working Groups**
- Edison
- Crossing
- North Antelope Valley
- Lancaster
- Palmdale
- North LA County
- City of Los Angeles/San Fernando Valley
- Burbank/Glendale/Atwater
- Downtown LA/LA River
- Gateway Cities
- Orange County

Over 85 meetings and counting!

CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM

- Over 2.4M people along HSR alignment in Connecting Communities Areas
- 33% in top 25% Disadvantaged Census Tracts live per CalEnviroScreen 3.0
CONNECTING COMMUNITIES STRATEGY – MINIMUM OF 3 MEETINGS WITH EACH WORKING GROUP

1. Define Values & Map Considerations
2. Review Values & Considerations
3. Rank Projects by Values

Classify Projects
1. Part of HSR
2. Collaboration
3. Local Project
<table>
<thead>
<tr>
<th>Community Value</th>
<th>Rating</th>
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<tbody>
<tr>
<td>M2 Improve pedestrian and bicycle access</td>
<td>●●●● ●6</td>
</tr>
<tr>
<td>O1 Community and housing stability</td>
<td>●●●● ●6</td>
</tr>
<tr>
<td>O2 Improve mobility for transit dependent populations</td>
<td>●●●● 5</td>
</tr>
<tr>
<td>EC3 Leverage economic resources</td>
<td>●●● 4</td>
</tr>
<tr>
<td>CL2 Increase safety</td>
<td>●●● 4</td>
</tr>
<tr>
<td>CL3 Promote healthy neighborhoods</td>
<td>●●● 4</td>
</tr>
<tr>
<td>CL4 Improve visual and audible attractiveness and desirability of the public realm</td>
<td>●●● 4</td>
</tr>
<tr>
<td>M1 Improve connectivity and accessibility</td>
<td>●●● 3</td>
</tr>
<tr>
<td>EC1 Promote economic development</td>
<td>●●● 3</td>
</tr>
<tr>
<td>E1 Enhance natural resources</td>
<td>●● 2</td>
</tr>
<tr>
<td>E5 Achieve climate goals</td>
<td>●● 2</td>
</tr>
<tr>
<td>E2 Clean water</td>
<td>● 1</td>
</tr>
<tr>
<td>EC2 Increase opportunities to access jobs and quality education</td>
<td>● 1</td>
</tr>
<tr>
<td>M3 Enhance mobility choices and efficiency</td>
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</tr>
<tr>
<td>M4 Improve access to high-speed rail system</td>
<td>0</td>
</tr>
<tr>
<td>E3 Enhance natural resources</td>
<td>0</td>
</tr>
<tr>
<td>E4 Reduce waste</td>
<td>0</td>
</tr>
<tr>
<td>CL1 Increase access, availability, and diversity of community resources</td>
<td>0</td>
</tr>
<tr>
<td>CL5 Increase attractiveness and desirability of parks and open space</td>
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</tbody>
</table>

**COLOR KEY**

- Improve Mobility
- Improve Environment
- Improve Economy
- Improve Community Liability, Especially in Disadvantaged Communities
- Other
COMMUNITY MAPPING EXAMPLE – SAN FRANCISCO
## RANKING PROJECTS AND VALUES EXAMPLE - SAN FRANCISCO

### Table: HSR ID, Project, Description, Alignment with Value Statements

| HSR ID | Project                                           | Description                                                                                                                                                                                                 | Clean air | Clean water | Enhance natural resources | Reduce waste | Achieve climate goals | Promote economic development | Increase access, availability and diversity of community resources | Leverage economic resources | Increase attractiveness and desirability of the public realm | Improve visual and audible attractiveness and desirability of public and private open space | Safe and healthy neighborhoods | Decrease and attractively lose waste | Does the system work? (San Francisco) |
|--------|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------|---------------------------|--------------|-----------------------|-----------------------------|--------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------|---------------------------------------------|
| FJ-14  | Townsend Bicycle Strategy Project               | Include a 1.2 mile segment of Townsend from 8th Street to The Embarcadero and includes the segment of 3rd Street between Townsend and Berry Street to facilitate the connection to The Embarcadero/King Street corridor. This project will identify options to make the corridor more inviting, safe, and comfortable by enhancing existing bicycle facilities and improving connections to transit and surrounding destinations. | ☐         | ☐           | ☐                         | ☐            | ☐                     | ☐                           | ☐                                                                              | ☐                           | ☐                                                                              | ☐                                                                              | ☐                                | ☐                                           |
|        |                                                   |                                                                 curece be by enchy existing bicycle facilities and improving connections to transit and surrounding destinations.                                                                                     |           |             |                           |              |                       |                             |                                                                                 |                             |                                                                                 |                                                                                 |                                  |                                             |
| FJ-15  | 5th and 6th Street Access Across 4th/King Street Station rail yard | Extend pedestrian connectivity across 4th/King Street Station rail yard at 5th and 6th Streets to improve connectivity between north and south sides of the station                                                                 | ☐         | ☐           | ☐                         | ☐            | ☐                     | ☐                           | ☐                                                                              | ☐                           | ☐                                                                              | ☐                                                                              | ☐                                | ☐                                           |

**Alignment Notes:**
- **Most:** Strong alignment with the value statements.
- **Middle:** Moderate alignment with the value statements.
CONNECTING COMMUNITIES STRATEGIES – COLLABORATING WITH STATE PARTNERS

Cap and Trade Dollars at Work

California Climate Investments

CalRecycle

Caltrans

CDFA

California Air Resources Board

California State Transportation Agency

California Strategic Growth Council

CalSTA

California High-Speed Rail Authority

California Strategic Growth Council

California Fish and Wildlife

California Fire

California Department of Water Resources

Rebuilding California

SB1

Governor Edmund G. Brown Jr.
WATER BOND 2014
RESOURCES PROTECTION RESOLUTION

15
CONNECTING COMMUNITIES STRATEGY – ALIGNING PROGRAMS AND PROJECTS

California Climate Investments

- Low Carbon Transportation
- Active Transportation Program
- Low Carbon Transit Operations Program*
- High-Speed Rail Project*
- Transit InterCity Rail Capital Program*
- Affordable Housing and Sustainable Communities*
- Technical Assistance to Disadvantaged Communities
- Transformative Climate Communities
- Woodsmoke Reduction Program
- Low-Income Weatherization Program
- Biofuels
- State Water Efficiency and Enhancement Program
- State Water Project Turbines
- Water-Energy Grant Program
- Wetlands and Watershed Restoration
- Dairy Digester Research and Development Program
- Healthy Soils
- Forest Health
- Urban and Community Forestry
- Waste Diversion
- Urban Greening Program

Community Projects

- Active transportation
- Station access
- Transit Oriented Development and affordable housing
- Low carbon transportation
- Environmental Justice community access to jobs & education
- District energy
- Urban forestry
- Watershed restoration
- Storm water management
CONNECTING COMMUNITIES STRATEGIES OPPORTUNITIES FOR LOCAL BENEFITS

- Collaborate to identify local community investment opportunities
- Target state partner technical assistance to disadvantaged communities
- Support applications
- Create multiple “co-benefits”
- “Dig the hole once”
- Communities realize benefits prior to completion of HSR
GIS MAPPING INVESTMENT OPPORTUNITIES – SAN FRANCISCO

Legend

- CCS Projects Tier 0 & 1
  - Bicycle

- CCS Projects Tier 2
  - Bicycle
  - Pedestrian
  - Streetscape
  - Transit

- CCS Other Project
  - Other Projects

- MTC Community of Concern (2018)

- Disadvantaged and Low-Income Communities
  - SB 535 Disadvantaged Communities
  - SB 535 Disadvantaged Communities and AB 1550 Low-Income Communities
  - AB 1550 Low-Income Communities
  - AB 1550 Low-Income Communities within 1/2 mile of a SB 535 Disadvantaged Community

- Proposed HSR Stations
- Proposed HSR Alignments
- Proposed HSR Footprint
<table>
<thead>
<tr>
<th>HSR ID</th>
<th>Project Description</th>
<th>Description</th>
<th>AHSC</th>
<th>ATP</th>
<th>LTOP</th>
<th>LCTP</th>
<th>Prop 1 Watershed</th>
<th>SB1</th>
<th>State Wildlife Grant</th>
<th>TIRCP</th>
<th>UCFP</th>
<th>UGP</th>
<th>Charge (Bay Area)</th>
<th>Public Fleet Pilot Project</th>
<th>HVIP</th>
<th>SALC</th>
<th>Forest Health</th>
<th>Total Potential Eligible Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>FJ-14</td>
<td>Townsend Bicycle Strategy Project</td>
<td>Include a 1.2 mile segment of Townsend from 8th Street to The Embarcadero and includes the segment of 3rd Street between Townsend and Berry Street to facilitate the connection to The Embarcadero/King Street corridor. This project will identify options to make the corridor more inviting, safe, and comfortable by enhancing existing bicycle facilities and improving connections to transit and surrounding destinations.</td>
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<tr>
<td>FJ-15</td>
<td>5th and 6th Street Access Across 4th/King Street Station rail yard</td>
<td>Extend pedestrian connectivity across 4th/King Street Station rail yard at 5th and 6th Streets to improve connectivity between north and south sides of the station</td>
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<tr>
<td>FJ-16</td>
<td>5th Streetscape Project</td>
<td>Improve safety along the 5th street corridor for those who walk, bike and drive which is a high injury corridor between Townsend and Market streets in SoMa. Project would investigate upgraded bicycle facilities, transit stop improvements, pedestrian safety treatments and improved parking and loading zones.</td>
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<td>3</td>
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</tbody>
</table>
ACTION PLAN

• What we have done
  » State partner participation
  » Mapped community projects based on local considerations and statewide criteria
  » Validated potential funding programs for local projects with state partners

• What we want to do
  » Identify project opportunities with local agencies
  » Connect local agencies with state program resources
  » Direct technical assistance from State Partners to disadvantaged communities
  » Package projects to leverage co-benefits
  » Support letters for applicants
NEXT STEPS WITH LOCAL PARTNERS

- Outreach to city staff
- Revisit & validate projects and priorities
- Assess needs for technical assistance
- Support ATP grant applications for July 31, 2018 deadline
THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: 1-800-435-8670

Email: san.francisco_san.jose@hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113

www.hsr.ca.gov