ISSUES, VALUES, AND GOALS MATRIX for the Peninsula Rail Program
San Francisco to San Jose on the Caltrain Corridor
Summary of Stakeholder Identified Issues, Values, and Goals

The Issues, Values and Goals Matrix categorizes issues identified by stakeholders into ten value categories and provides goals for each issue that define desired or intended results.

VALUE	ISSUE	GOAL	SPECIFICALLY IDENTIFIED BY SUBSECTION							
			Subsection 0 & 1	Subsection 2	Subsection 3	Subsection 4	Subsection 5	Subsection 6	Subsection 7	Subsection 8 & 9
A. QUALITY OF LIFE	1. Concern noise/vibration levels generated by project will impact quality of life of people living in proximity to project.	1.1 Project should not create more noise/vibration than there is today 1.2 Vibration felt from project and construction should not present threat to structural integrity of neighborhood structures 1.3 Placement and design of vent structures for tunnels should limit noise to an acceptable level in adjacent residential neighborhoods.		X	X	X	X	X	X	X
	2. Concern regarding property takes by project, disruption to residents' lives and community, or loss of park space.	2.1 Project should minimize property takes for project and construction 2.2 Project should minimize loss of park lands 2.3 There should be no loss of housing 2.4 Impact on property values from presence and operation of railway must be mitigated		X	X	X	X	X		
	3. Concerns regarding the visual impact (massive structure out of scale, low aesthetic value)	3.1. Project should utilize a unified theme for visible infrastructure, with localized design solutions that are appropriate for and are compatible with visual aesthetic of the community they are in 3.2. Project should avoid dividing the residential and commercial community more than it is divided today. 3.3. Project should minimize blocking of scenic view or vistas.		X	X	X	X	X		
	4. Concern regarding increased air displacement impacts from increased train service and higher-speed trains.	4. Project should minimize and mitigate added air displacement where possible and practicable.		X	X					
		5. Minimize construction related traffic impacts (reductions in access, street parking capacity, truck traffic, shoofly limiting access, poor road conditions)		X	X	X		X	X	
		6. Air quality due to Caltrain, HST, and freight operations, as well as during construction, must be maintained within exiting regulatory limits			X	X		X		
		7. Utilize prefabricated structures which can be installed in a shorter time frame to reduce construction period.								
	Subsection 2 Brisbane, SSF, San Bruno & Millbrae: minimize detrimental impacts to neighborhoods (especially those already impacted by BART extension to Millbrae) by having the alignment underground.	(See Issue)		X						
	Subsection 3 Burlingame and San Mateo: (1) San Mateo has insufficient park space and desired a downtown plaza; (2) Century Theater in San Mateo could suffer from noise due to its close proximity to the tracks; (3) assess and mitigate impacts to Trinta Park baseball fields	(See Issue)			X					
	Subsection 3 Burlingame and San Mateo and Subsection 5 Atherton and Menlo Park: (1) minimize reductions in adjacent property values	(See Issue)			X		X			
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: minimize detrimental impacts to residential neighborhoods, especially those already impacted by Caltrain grade separations	(See Issue)				X				
	Section 7 Palo Alto: The alignment of HST tracks, overhead wires and their supporting structures, and the design of grade separations must be inconspicuous and visually compatible with our one-story residential neighborhood.	(See Issue)						X		

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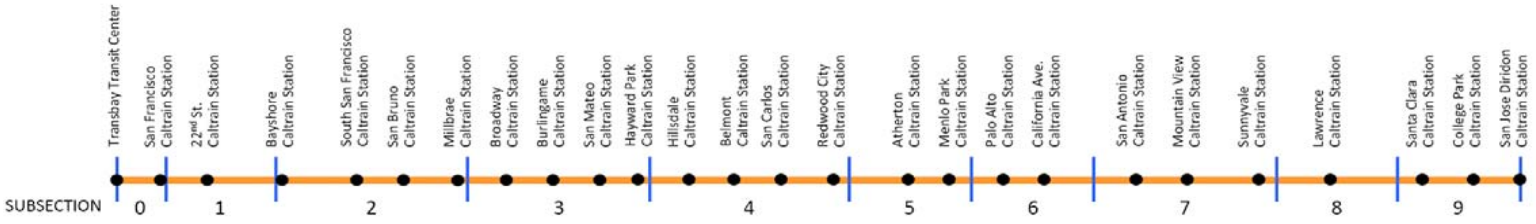

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			Subsection 0 & 1	Subsection 2	Subsection 3	Subsection 4	Subsection 5	Subsection 6	Subsection 7	Subsection 8 & 9
A. QUALITY OF LIFE	*Subsection 3 San Mateo and Subsection 8 & 9 Santa Clara and San Jose: minimize impacts on residential neighborhoods in (1) San Mateo and Burlingame and (2) in City of Santa Clara, College Park, Garden Alameda, Diridon/Georgetown, Newhall*	(See Issue)			X					X
	Subsection 9 Santa Clara and San Jose: (1) building heights are low in San Jose due to airport restriction so impact of elevated structure is increased; (2) maintain, if possible, Bellarmine playing fields along ROW	(See Issue)								X
B. COMMUNITY CHARACTER	1. Project will conflict with and restrict the development of existing/adopted and future general, redevelopment, precise, and specific plans.	1. Project should be coordinated with and compatible with TOD and redevelopment plans.		X	X	X				
	2. The final infrastructure will clash with or impact current neighborhood and community character.	2. Project should be compatible with and not negatively impact community character or impact Historic preservation sites/districts.		X	X	X	X	X	X	
		3. Project should not physically divide the community more than it is divided today	X	X	X	X	X		X	
		4. Avoid structures significantly larger in scale when compared to immediate environment.		X	X	X	X	X		
	Subsection 1 San Francisco: alignment and infrastructure need to be compatible with urban design and planning, especially Mission Bay	(See Issue)	X							
	Subsection 2 Brisbane, SSF, San Bruno & Millbrae: (1) Address impacts of rail yard in Brisbane Bay lands in Environmental Document; (2) Minimize impacts to Brownfield redevelopment plans; (3) Design/alignment should be compatible (height restrictions?) with SFO; (4) Minimize impacts to neighborhoods (residential property takes, decrease in property values, etc.); (5) Design/alignment must be in conformance with Millbrae Station Area Specific Plan	(See Issue)		X						
	Subsection 3 Burlingame and San Mateo and Subsection 5 Atherton and Menlo Park: (1) minimize changes to historic Burlingame , Broadway, and Menlo Park Caltrain Station buildings, trees and parking; (2) alignment needs to respect residential community character;(3) minimize impact to future development opportunities; (3) maintain downtown San Mateo historic district just west of tracks	(See Issue)			X		X			
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: (1) address impacts to historic train depot in San Carlos, (2) address impacts on proposed San Carlos Transit Village project,	(See Issue)				X				
	Subsection 6 Palo Alto: (1) preserve location and character of historic Palo Alto Caltrain station and Eichler homes; (2) minimize impacts to historic neighborhoods (Green Meadow Neighborhood) with out of scale structures, incompatible aesthetics	(See Issue)						X		
	Subsection 8 & 9 Santa Clara and San Jose:(1) incorporate aesthetics in design of elevated tracks and Diridon Station	(See Issue)								X
C. MOBILITY & CONNECTIVITY	1. Caltrain/local transit service is reduced or less convenient, difficult to access, making it difficult to get to jobs/businesses, or making roads more congested and reducing air quality	1. Project should support enhanced Caltrain/local service through capital improvements that yield a service benefit, and minimize Caltrain service disruptions during construction.		X	X	X				
	2. The current Caltrain tracks limit the connectivity and mobility between the communities on either side of the tracks.	2. Project should improve east-west connections and station area access for vehicles, pedestrians and bicycles; improve connections for emergency access and not impact emergency access during construction	X	X	X	X		X	X	X

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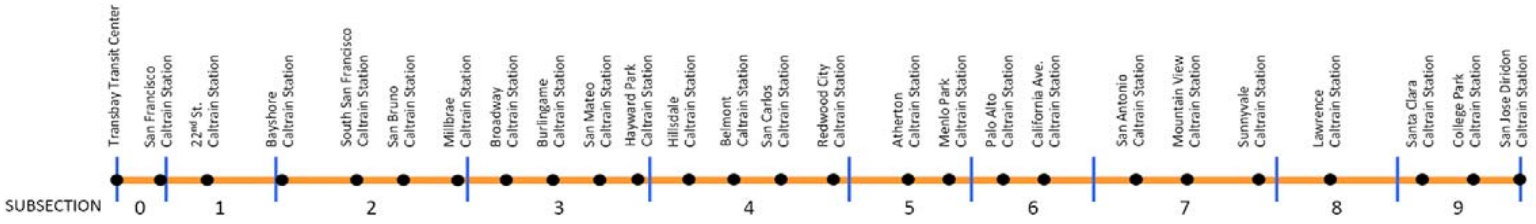

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C. MOBILITY & CONNECTIVITY	3. Construction will restrict access to streets, properties, business, and/or downtowns/activity centers.	3. Project construction should minimize construction-related traffic, impacts to circulation patterns, and must maintain access to downtowns/activity centers and local businesses.		X	X	X		X		
	4. Traffic around the HST stations will impact mobility and surrounding neighborhoods.	4. Project should be designed to adequately and efficiently support increased traffic to, within, and from the HST stations.		X	X	X				
		5. Ensure multi-modal transit system capacity, frequency, coordination, and connectivity to minimize travel time to HST stations		X	X	X				X
		6. Project should support enhanced Caltrain/local service that provides a competitive alternative to vehicle travel in order to offset increases in vehicle travel from expected future increases in population.	X	X	X	X				
		7. Minimize traffic and parking impacts associated with HST station		X	X	X		X	X	
		8. Minimize impacts to Caltrain service and stations, maintain peak hour service		X	X	X		X	X	
		9. Provide adequate parking and balanced station access modes	X	X		X				X
		10. The design of grade separations must maintain, and if possible, enhance the flow of traffic.		X				X		
	Subsection 1 San Francisco: (1) allow surface transportation and connections Mission Bay at 16th and Common Streets; (2) note electric trolley line for 16th Street; (3) minimize long term traffic impacts with HST station and allow balanced multi-modal access; (4) minimize door-to-door travel time to CBD	(See Issue)	X							
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: (1) Improve South San Francisco station functionality, location; (2) Consider relocation of Bayshore station to improve regional connectivity; (3) Maintain/restore access to Bayfront; (4) Coordinate design and construction of HST with Caltrain projects (SSF station, San Bruno grade separation and Station); (5) Maintain ability to extend California Drive north to Victoria; (6) prefers stacked 2-track alignment through Millbrae station and optimize use of existing facilities; (7) Maintain current level-of-service for the Millbrae/El Camino Real intersection post project; (8) mitigate traffic congestion at and around the proposed Millbrae station	(See Issue)		X						
	Subsection 3 Burlingame and San Mateo: (1) Enhance Millbrae Station; (2) accommodate residential access to HST; (3) Coordinate San Mateo and Burlingame Subsections; (4) Infrastructure should interface with California Drive in Burlingame and Site 1 in Millbrae; (5) Improve east-west connectivity for 31st and 28th Aves in San Mateo from El Camino Real on west to the east side of tracks; (6) maintain downtown San Mateo Station as it, with the theater, have revitalized the downtown area (6) San Mateo Rail Corridor TOD Plan and San Mateo Downtown Specific Plan (7) Priority Development Area and TOD at Hayward Park Caltrain station	(See Issue)			X					
	Subsection 3 Burlingame and San Mateo and Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: coordinate connection between Subsections 3 and 4 to minimize impacts to stations and development plans	(See Issue)			X	X				

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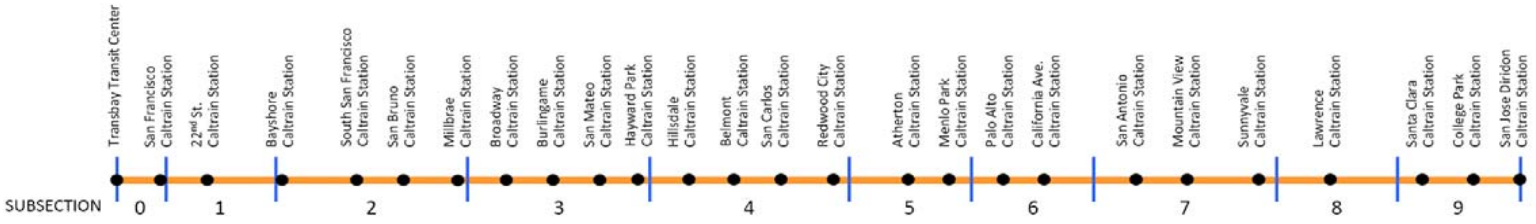

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C. MOBILITY & CONNECTIVITY	*Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: address impacts on vertical clearance at existing grade separations due to widening of structures*	(See Issue)				X				
	Subsection 6 Palo Alto: (1) minimize traffic and parking impacts on Alma Street; (2) maintain, and if possible, enhance traffic flow at Meadow/Alma and Charleston/Alma intersections (note proximity of apartments to Meadow/Alma and proposed Alma Plaza development	(See Issue)			X			X		
	Subsection 7 Mountain View: (1) maintain current level of transit service at the San Antonio station and Mountain View transit center.	(See Issue)						X		
	Subsection 8 & 9 Santa Clara and San Jose: (1) need integration of station and station area planning at Diridon Station; (2) design functional interface with Santa Clara, College Park and Lawrence Stations; (3) provide HST connections to city of Santa Clara; (4) CEMOF interface; (5) maintain station security; (6) ensure alignment compatibility from Diridon south to Merced.	(See Issue)							X	X
D. SAFETY	1. Project will increase train traffic along the right-of-way thereby increasing the possibility of collisions.	1. Project should provide and increased level of safety at roadway, bicycle, and pedestrian crossings via grade separations; discourage trespassing.		X	X	X		X		
	2. Pedestrian access to tracks is relatively unrestricted	2. Project should restrict pedestrian access to tracks given train speeds.		X	X	X				
		3. Improve seismic safety preparedness and design		X	X	X		X		
		4. Provide adequate clearance at grade separations		X	X	X				
		5. Provide adequate lighting		X	X	X				
		6. Improve station security		X	X	X				X
		7. Project should provide safety measures to protect adjacent residential and commercial properties from derailments						X		
		8. Project should consider impacts to soil (erosion) and foundations of structures along the right of way			X	X				
		9. Surface from project and construction should not increase flood risks.			X	X				
		10. Project construction should minimize/control use of hazardous materials			X	X				
	11. Additional structures will add risk of graffiti/vandalism.	11. Design should minimize the number of hidden corners where vandalism can take place and use vandalism resistant materials.			X					X
	12. Safety risks for passengers increase as the depth of the stations increase due to reduced access for emergency response	12.1 Minimize the depth for stations. 12.2 Provide necessary emergency egress								
	Subsection 3 Burlingame and San Mateo and Subsection 4 San Mateo, Belmont, San Carlos, Redwood City: The following areas are in a flood zone: areas of downtown San Mateo, Sunnybrae/19th Av Park, Fiesta Gardens, and San Mateo/Glendale Village.	(See Issue)			X	X				
	Subsection 6 Palo Alto: Vehicle, pedestrian, and bicycle crossings along Charleston Rd. and East/West Meadow Dr. should provide increased levels of safety as they are frequently used by children going to/coming from school.	(See Issue)						X		
E. ECONOMIC VITALITY	1. The final infrastructure will limit visibility of businesses.	1. Project should maintain/help improve access/visibility/connections to downtowns and businesses.		X	X	X			X	
	2. The addition of HST will negatively impact freight movement along the corridor.	2. Project should ensure freight can use the corridor to meet current and future demand.		X		X				

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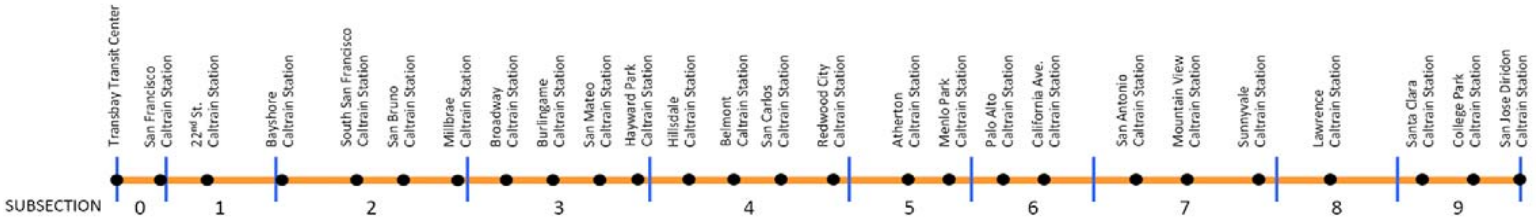

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E. ECONOMIC VITALITY	3. Grade separations will limit access to adjacent businesses	3. Grade separations should minimize impacts to adjacent buildings			X	X				
		4. Minimize negative impacts on downtown businesses and tax revenues		X	X	X		X	X	
		5. Maintain freight rail service to major metropolitan centers and industries along the corridor.	X	X		X				
	Subsection 1 San Francisco: (1) provide greatest redevelopment opportunities; (2) maintain rail access to the Port of San Francisco	(See Issue)	X							
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: maintain ability to develop sites identified in Millbrae Station Area Specific Plan as economic future is dependent on those developments.	(See Issue)		X						
	Subsection 3 Burlingame and San Mateo: (1) maintain parking and access to downtown San Mateo and Burlingame (both Broadway and Burlingame Ave.) during construction (2) Support TOD improvements for both Hayward Park Station and Bay Meadows Phase II plans for the Hillsdale Station (3) construct 28th and 31st Ave. grade separations early to avoid impacts to Bay Meadows Phase II development which is already underway	(See Issue)			X					
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: maintain ability to develop the San Carlos Transit Village, for which development plans are already underway	(See Issue)				X				
	Subsection 7 Mountain View: (1) maintain existing level of parking and access to downtown business and Castro Street.	(See Issue)							X	
F. FINANCIAL FEASIBILITY	1. Cost overruns during planning/design/construction drain public and private resources	1. Project should be efficient in its use of public/private dollars during planning/design/construction.	X	X	X					
	2. Project cannot earn enough revenue to cover operating costs, state/fed must subsidize	2. Project should be designed to attract riders and earn revenue that matches its operating costs.	X	X	X					
	3. Project will require the construction or re-construction of Caltrain projects and stations.	3. Project should coordinate design and construction of HST and Caltrain in order to minimize construction time, excessive construction and infrastructure costs.	X	X	X	X				
		4. Develop realistic schedule that can be met		X		X				
		5. Keep local community costs down.		X	X	X				
G. EQUITY	1. Project provides unequal level of enhancements to communities along the corridor	1. Project should be as equitable as possible in providing solutions that enhance communities along the corridor and must engage a wide and diverse range of community stakeholders.		X	X	X				
		2. Ensure equal representation, participation and access to decision-making to support environmental justice.		X	X		X			
		3. Do not disproportionately impact lower-income neighborhoods and locally owned businesses.		X	X			X		X
		4. Distribute project benefits as equitably as possible throughout corridor								
	Subsection 3 Burlingame and San Mateo: housing, particularly affordable housing, is located alongside the rail corridor. If ROW acquisition is used, document affordable housing loss along ROW and identify replacement housing	(See Issue)			X					
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: ensure representation of Greater East San Carlos neighborhood	(See Issue)				X				
	Subsection 5 Atherton and Menlo Park: (1) Ensure representation of North Fair Oaks neighborhood.	(See Issue)					X			

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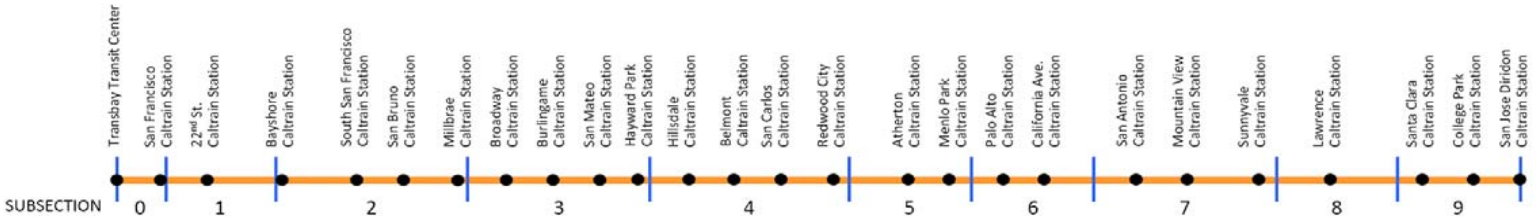

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H. NATURAL ENVIRONMENT	1. Construction and final infrastructure of the project will negatively affect the natural environment along the corridor.	1.1 Project should preserve and protect environmental resources and the natural environment during construction and with the final infrastructure. 1.2 Project should minimize impact to light pollutior		X	X	X		X		X
		2. Minimize impacts on historic trees and urban tree canopy.		X	X			X		
		3.1 Preserve and minimize impacts on drainage channels and creeks. 3.2 Flooding must not occur as a result of blocking steams that intersect the railway		X	X	X		X	X	
		4. Project shall not impact natural patterns of surface and sub-surface water and habitats for naturally-occurring plants and animals.		X				X		
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: preserve natural habitat of red legged frogs and California garner snake	(See Issue)		X						
	Subsection 3 Burlingame and San Mateo: San Mateo Creek (1) is identified as a "high sensitivity" archeological area (2) should be preserved	(See Issue)			X					
	Subsection 4 Belmont, San Carlos and Redwood City: preserve drainage channel at Cordilles Creek	(See Issue)				X				
	San Mateo and Subsection 5 Atherton and Menlo Park: (1) preserve daylighted creeks, with same water flow and quality (San Francisquito Creek, Atherton Channel); (2) minimize impacts on nearby parks	(See Issue)				X	X			
	Subsection 3 Burlingame and Subsection 6 Palo Alto: (1) protect historic El Palo Alto tree; (2) protect urban tree canopy and character of the city;(3) preserve drainage channels of creeks, no reduction or obstruction of water flow or quality	(See Issue)			X			X		
I. INFRASTRUCTURE	1. Need to minimize disruption of water, sewer and storm drainage	1. Maintain operations and minimize disruption of water, sewer and storm drainage during construction; ensure no flooding at grade separations.		X	X			X		
		2. Flooding should not occur at grade separations		X	X			X		
		3. Consider findings from Footprint Study			X			X		
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: (1) protect and/or relocate major water, sewer, and storm drainage facilities (High Line Canal, Cowan Canal,) and any changes in facilities should ensure no increase in Millbrae's long term maintenance costs	(See Issue)		X						
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: protect right of way of Old County Road in San Carlos and Belmont and Pacific Blvd in San Mateo, which contains numerous utilities and serves as the San Mateo Countywide North-South Bicycle Route	(See Issue)				X				
J. RIDER EXPERIENCE	1. Experience should be pleasant for the rider.	1.1 Minimize noise levels inside the trains. 1.2 Minimize vibration levels inside the trains. 1.3 Minimize transitions to avoid the "roller coaster" feel 1.4 Minimize varying levels of cover to avoid shifting between enclosed and open, which can be disorienting.								

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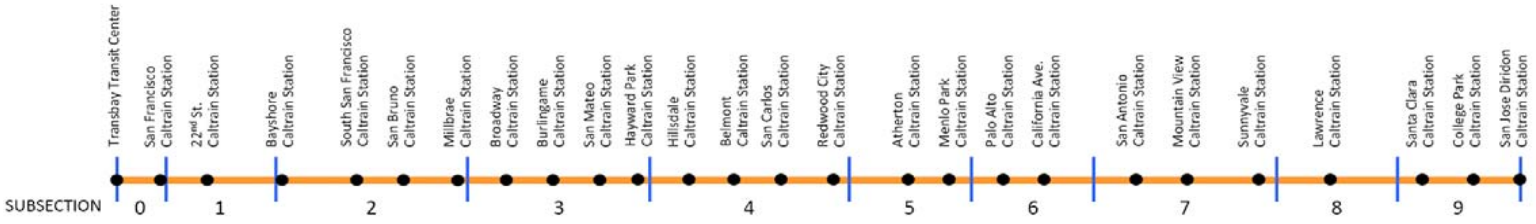

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			Community	Business	Rail/ Project	Rider	Environment	Labor	Regulatory/ Funding
A. QUALITY OF LIFE	1. Concern noise/vibration levels generated by project will impact quality of life of people living in proximity to project.	1.1 Project should not create more noise/vibration than there is today 1.2 Vibration felt from project and construction should not present threat to structural integrity of neighborhood structures 1.3 Placement and design of vent structures for tunnels should limit noise to an acceptable level in adjacent residential neighborhoods.	X	X	X		X		X
	2. Concern regarding property takes by project, disruption to residents' lives and community, or loss of park space.	2.1 Project should minimize property takes for project and construction 2.2 Project should minimize loss of park lands 2.3 There should be no loss of housing 2.4 Impact on property values from presence and operation of railway must be mitigated	X	X	X		X		X
	3. Concerns regarding the visual impact (massive structure out of scale, low aesthetic value)	3.1. Project should utilize a unified theme for visible infrastructure, with localized design solutions that are appropriate for and are compatible with visual aesthetic of the community they are in 3.2. Project should avoid dividing the residential and commercial community more than it is divided today. 3.3. Project should minimize blocking of scenic view or vistas.	X	X	X		X		X
	4. Concern regarding increased air displacement impacts from increased train service and higher-speed trains.	4. Project should minimize and mitigate added air displacement where possible and practicable.	X	X	X		X		X
		5. Minimize construction related traffic impacts (reductions in access, street parking capacity, truck traffic, shoofly limiting access, poor road conditions)	X	X	X		X	X	X
		6. Air quality due to Caltrain, HST, and freight operations, as well as during construction, must be maintained within exiting regulatory limits	X		X	X	X		X
		7. Utilize prefabricated structures which can be installed in a shorter time frame to reduce construction period.	X	X	X		X	X	X
	Subsection 2 Brisbane, SSF, San Bruno & Millbrae: minimize detrimental impacts to neighborhoods (especially those already impacted by BART extension to Millbrae) by having the alignment underground.	(See Issue)	X		X				X
	Subsection 3 Burlingame and San Mateo: (1) San Mateo has insufficient park space and desired a downtown plaza; (2) Century Theater in San Mateo could suffer from noise due to its close proximity to the tracks; (3) assess and mitigate impacts to Trinta Park baseball fields	(See Issue)		X	X				
	Subsection 3 Burlingame and San Mateo and Subsection 5 Atherton and Menlo Park: (1) minimize reductions in adjacent property values	(See Issue)	X						
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: minimize detrimental impacts to residential neighborhoods, especially those already impacted by Caltrain grade separations	(See Issue)	X	X	X				X
	Section 7 Palo Alto: The alignment of HST tracks, overhead wires and their supporting structures, and the design of grade separations must be inconspicuous and visually compatible with our one-story residential neighborhood.	(See Issue)	X		X				X

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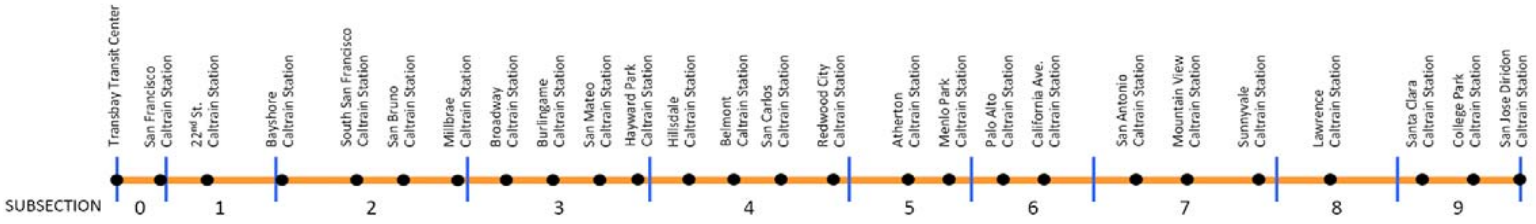

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	Subsection 9 Santa Clara and San Jose: (1) building heights are low in San Jose due to airport restriction so impact of elevated structure is increased; (2) maintain, if possible, Bellarmine playing fields along ROW	(See Issue)	X	X	X				X
B. COMMUNITY CHARACTER	1. Project will conflict with and restrict the development of existing/adopted and future general, redevelopment, precise, and specific plans.	1. Project should be coordinated with and compatible with TOD and redevelopment plans.	X	X	X	X	X	X	X
	2. The final infrastructure will clash with or impact current neighborhood and community character.	2. Project should be compatible with and not negatively impact community character or impact Historic preservation sites/districts.	X	X	X		X		X
		3. Project should not physically divide the community more than it is divided today	X	X			X		X
		4. Avoid structures significantly larger in scale when compared to immediate environment.	X				X		X
	Subsection 1 San Francisco: alignment and infrastructure need to be compatible with urban design and planning, especially Mission Bay	(See Issue)	X	X	X		X		X
	Subsection 2 Brisbane, SSF, San Bruno & Millbrae: (1) Address impacts of rail yard in Brisbane Bay lands in Environmental Document; (2) Minimize impacts to Brownfield redevelopment plans; (3) Design/alignment should be compatible (height restrictions?) with SFO; (4) Minimize impacts to neighborhoods (residential property takes, decrease in property values, etc.); (5) Design/alignment must be in conformance with Millbrae Station Area Specific Plan	(See Issue)	X	X	X		X	X	X
	Subsection 3 Burlingame and San Mateo and Subsection 5 Atherton and Menlo Park: (1) minimize changes to historic Burlingame , Broadway, and Menlo Park Caltrain Station buildings, trees and parking; (2) alignment needs to respect residential community character;(3) minimize impact to future development opportunities; (3) maintain downtown San Mateo historic district just west of tracks	(See Issue)	X	X	X		X	X	X
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: (1) address impacts to historic train depot in San Carlos, (2) address impacts on proposed San Carlos Transit Village project,	(See Issue)	X	X	X				X
	Subsection 6 Palo Alto: (1) preserve location and character of historic Palo Alto Caltrain station and Eichler homes; (2) minimize impacts to historic neighborhoods (Green Meadow Neighborhood) with out of scale structures, incompatible aesthetics	(See Issue)	X	X	X		X		X
	Subsection 8 & 9 Santa Clara and San Jose:(1) incorporate aesthetics in design of elevated tracks and Diridon Station	(See Issue)	X		X		X		X
C. MOBILITY & CONNECTIVITY	1. Caltrain/local transit service is reduced or less convenient, difficult to access, making it difficult to get to jobs/businesses, or making roads more congested and reducing air quality	1. Project should support enhanced Caltrain/local service through capital improvements that yield a service benefit, and minimize Caltrain service disruptions during construction.	X	X	X	X	X	X	X
	2. The current Caltrain tracks limit the connectivity and mobility between the communities on either side of the tracks.	2. Project should improve east-west connections and station area access for vehicles, pedestrians and bicycles; improve connections for emergency access and not impact emergency access during construction	X	X	X	X	X		X

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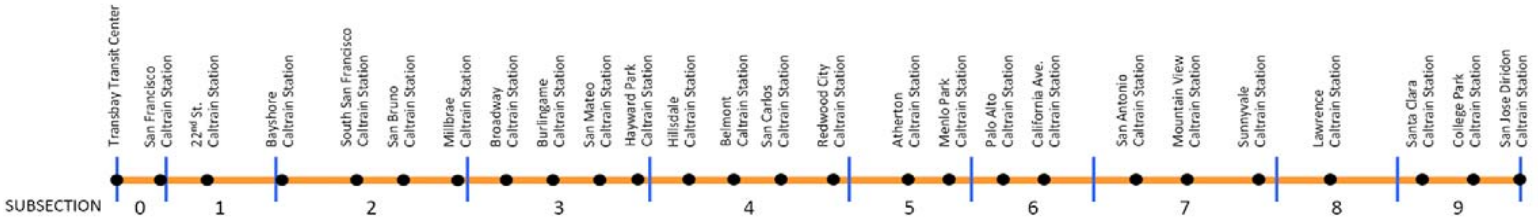

ISSUES, VALUES, AND GOALS MATRIX for the Peninsula Rail Program
San Francisco to San Jose on the Caltrain Corridor
Summary of Stakeholder Identified Issues, Values, and Goals

The Issues, Values and Goals Matrix categorizes issues identified by stakeholders into ten value categories and provides goals for each issue that define desired or intended results.

VALUE	ISSUE	GOAL	STAKEHOLDERS						
			Community	Business	Rail/ Project	Rider	Environment	Labor	Regulatory/ Funding
C. MOBILITY & CONNECTIVITY	3. Construction will restrict access to streets, properties, business, and/or downtowns/activity centers.	3. Project construction should minimize construction-related traffic, impacts to circulation patterns, and must maintain access to downtowns/activity centers and local businesses.	X	X	X	X	X	X	X
	4. Traffic around the HST stations will impact mobility and surrounding neighborhoods.	4. Project should be designed to adequately and efficiently support increased traffic to, within, and from the HST stations.	X	X	X	X	X		X
		5. Ensure multi-modal transit system capacity, frequency, coordination, and connectivity to minimize travel time to HST stations	X	X	X	X	X		X
		6. Project should support enhanced Caltrain/local service that provides a competitive alternative to vehicle travel in order to offset increases in vehicle travel from expected future increases in population.	X	X	X	X	X	X	X
		7. Minimize traffic and parking impacts associated with HST station	X	X	X	X	X		X
		8. Minimize impacts to Caltrain service and stations, maintain peak hour service	X	X	X	X	X	X	X
		9. Provide adequate parking and balanced station access modes	X	X	X	X	X		X
		10. The design of grade separations must maintain, and if possible, enhance the flow of traffic.	X	X					
	Subsection 1 San Francisco: (1) allow surface transportation and connections Mission Bay at 16th and Common Streets; (2) note electric trolley line for 16th Street; (3) minimize long term traffic impacts with HST station and allow balanced multi-modal access; (4) minimize door-to-door travel time to CBD	(See Issue)	X	X	X				X
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: (1) Improve South San Francisco station functionality, location; (2) Consider relocation of Bayshore station to improve regional connectivity; (3) Maintain/restore access to Bayfront; (4) Coordinate design and construction of HST with Caltrain projects (SSF station, San Bruno grade separation and Station); (5) Maintain ability to extend California Drive north to Victoria; (6) prefers stacked 2-track alignment through Millbrae station and optimize use of existing facilities; (7) Maintain current level-of-service for the Millbrae/El Camino Real intersection post project; (8) mitigate traffic congestion at and around the proposed Millbrae station	(See Issue)	X	X	X		X		X
	Subsection 3 Burlingame and San Mateo: (1) Enhance Millbrae Station; (2) accommodate residential access to HST; (3) Coordinate San Mateo and Burlingame Subsections; (4) Infrastructure should interface with California Drive in Burlingame and Site 1 in Millbrae; (5) Improve east-west connectivity for 31st and 28th Aves in San Mateo from El Camino Real on west to the east side of tracks; (6) maintain downtown San Mateo Station as it, with the theater, have revitalized the downtown area (6) San Mateo Rail Corridor TOD Plan and San Mateo Downtown Specific Plan (7) Priority Development Area and TOD at Hayward Park Caltrain station	(See Issue)	X	X	X			X	X
	Subsection 3 Burlingame and San Mateo and Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: coordinate connection between Subsections 3 and 4 to minimize impacts to stations and development plans	(See Issue)	X	X	X				

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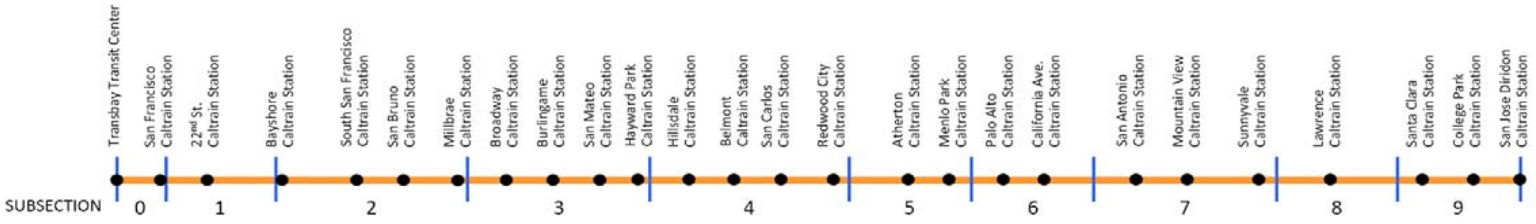

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			Community	Business	Rail/ Project	Rider	Environment	Labor	Regulatory/ Funding
C. MOBILITY & CONNECTIVITY	*Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: address impacts on vertical clearance at existing grade separations due to widening of structures*	(See Issue)	X	X	X				X
	Subsection 6 Palo Alto: (1) minimize traffic and parking impacts on Alma Street; (2) maintain, and if possible, enhance traffic flow at Meadow/Alma and Charleston/Alma intersections (note proximity of apartments to Meadow/Alma and proposed Alma Plaza development	(See Issue)	X	X	X				
	Subsection 7 Mountain View: (1) maintain current level of transit service at the San Antonio station and Mountain View transit center.	(See Issue)	X	X	X	X		X	
	Subsection 8 & 9 Santa Clara and San Jose: (1) need integration of station and station area planning at Diridon Station; (2) design functional interface with Santa Clara, College Park and Lawrence Stations; (3) provide HST connections to city of Santa Clara; (4) CEMOF interface; (5) maintain station security; (6) ensure alignment compatibility from Diridon south to Merced.	(See Issue)	X		X				
D. SAFETY	1. Project will increase train traffic along the right-of-way thereby increasing the possibility of collisions.	1. Project should provide and increased level of safety at roadway, bicycle, and pedestrian crossings via grade separations; discourage trespassing.	X	X	X	X	X		X
	2. Pedestrian access to tracks is relatively unrestricted	2. Project should restrict pedestrian access to tracks given train speeds.	X		X	X			X
		3. Improve seismic safety preparedness and design	X	X	X	X	X		X
		4. Provide adequate clearance at grade separations	X	X	X		X		X
		5. Provide adequate lighting	X	X	X	X	X	X	X
		6. Improve station security	X	X	X	X	X	X	X
		7. Project should provide safety measures to protect adjacent residential and commercial properties from derailments	X	X	X	X		X	X
		8. Project should consider impacts to soil (erosion) and foundations of structures along the right of way	X		X	X	X		
		9. Surface from project and construction should not increase flood risks.	X	X	X		X		
		10. Project construction should minimize/control use of hazardous materials	X	X	X	X	X	X	X
	11. Additional structures will add risk of graffiti/vandalism.	11. Design should minimize the number of hidden corners where vandalism can take place and use vandalism resistant materials.	X	X				X	X
	12. Safety risks for passengers increase as the depth of the stations increase due to reduced access for emergency response	12.1 Minimize the depth for stations. 12.2 Provide necessary emergency egress	X	X	X	X	X	X	X
	Subsection 3 Burlingame and San Mateo and Subsection 4 San Mateo, Belmont, San Carlos, Redwood City: The following areas are in a flood zone: areas of downtown San Mateo, Sunnybrae/19th Av Park, Fiesta Gardens, and San Mateo/Glendale Village.	(See Issue)	X	X	X		X		
	Subsection 6 Palo Alto: Vehicle, pedestrian, and bicycle crossings along Charleston Rd. and East/West Meadow Dr. should provide increased levels of safety as they are frequently used by children going to/coming from school.	(See Issue)	X	X	X				X
E. ECONOMIC VITALITY	1. The final infrastructure will limit visibility of businesses.	1. Project should maintain/help improve access/visibility/connections to downtowns and businesses.	X	X	X	X	X		X
	2. The addition of HST will negatively impact freight movement along the corridor.	2. Project should ensure freight can use the corridor to meet current and future demand.	X	X	X			X	X

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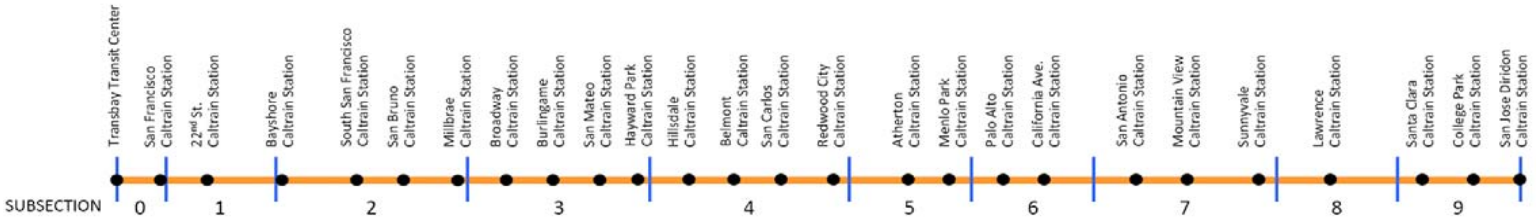

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			Community	Business	Rail/ Project	Rider	Environment	Labor	Regulatory/ Funding
E. ECONOMIC VITALITY	3. Grade separations will limit access to adjacent businesses	3. Grade separations should minimize impacts to adjacent buildings	X	X	X				X
		4. Minimize negative impacts on downtown businesses and tax revenues	X	X			X		X
		5. Maintain freight rail service to major metropolitan centers and industries along the corridor.	X	X	X		X	X	X
	Subsection 1 San Francisco: (1) provide greatest redevelopment opportunities; (2) maintain rail access to the Port of San Francisco	(See Issue)	X	X	X		X	X	X
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: maintain ability to develop sites identified in Millbrae Station Area Specific Plan as economic future is dependent on those developments.	(See Issue)	X	X	X				X
	Subsection 3 Burlingame and San Mateo: (1) maintain parking and access to downtown San Mateo and Burlingame (both Broadway and Burlingame Ave.) during construction (2) Support TOD improvements for both Hayward Park Station and Bay Meadows Phase II plans for the Hillsdale Station (3) construct 28th and 31st Ave. grade separations early to avoid impacts to Bay Meadows Phase II development which is already underway	(See Issue)	X	X	X		X	X	X
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: maintain ability to develop the San Carlos Transit Village, for which development plans are already underway	(See Issue)	X	X	X	X			X
	Subsection 7 Mountain View: (1) maintain existing level of parking and access to downtown business and Castro Street.	(See Issue)	X	X	X		X		X
F. FINANCIAL FEASIBILITY	1. Cost overruns during planning/design/construction drain public and private resources	1. Project should be efficient in its use of public/private dollars during planning/design/construction.	X	X	X			X	X
	2. Project cannot earn enough revenue to cover operating costs, state/fed must subsidize	2. Project should be designed to attract riders and earn revenue that matches its operating costs.	X	X	X	X	X		X
	3. Project will require the construction or re-construction of Caltrain projects and stations.	3. Project should coordinate design and construction of HST and Caltrain in order to minimize construction time, excessive construction and infrastructure costs.	X	X	X			X	X
		4. Develop realistic schedule that can be met	X	X	X			X	X
		5. Keep local community costs down.	X	X			X		X
G. EQUITY	1. Project provides unequal level of enhancements to communities along the corridor	1. Project should be as equitable as possible in providing solutions that enhance communities along the corridor and must engage a wide and diverse range of community stakeholders.	X	X	X		X		X
		2. Ensure equal representation, participation and access to decision-making to support environmental justice.	X	X	X		X		X
		3. Do not disproportionately impact lower-income neighborhoods and locally owned businesses.	X	X	X		X		X
		4. Distribute project benefits as equitably as possible throughout corridor	X		X		X		X
	Subsection 3 Burlingame and San Mateo: housing, particularly affordable housing, is located alongside the rail corridor. If ROW acquisition is used, document affordable housing loss along ROW and identify replacement housing	(See Issue)	X		X				X
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: ensure representation of Greater East San Carlos neighborhood	(See Issue)	X		X				X
	Subsection 5 Atherton and Menlo Park: (1) Ensure representation of North Fair Oaks neighborhood.	(See Issue)		X	X		X		X

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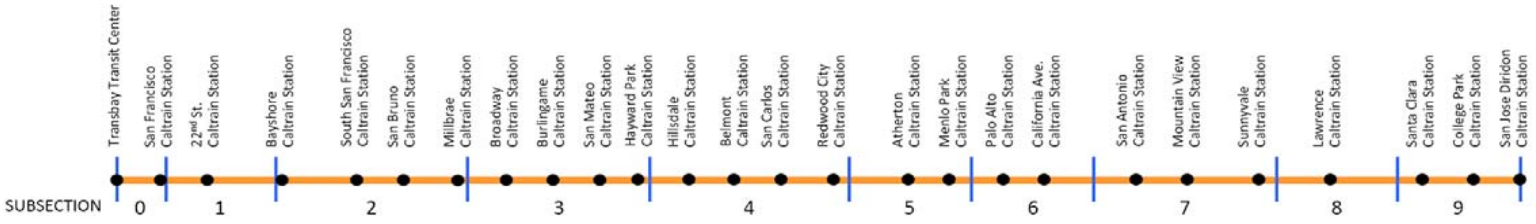

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H. NATURAL ENVIRONMENT	1. Construction and final infrastructure of the project will negatively affect the natural environment along the corridor.	1.1 Project should preserve and protect environmental resources and the natural environment during construction and with the final infrastructure. 1.2 Project should minimize impact to light pollutior	X	X	X		X	X	X
		2. Minimize impacts on historic trees and urban tree canopy.	X	X	X		X		X
		3.1 Preserve and minimize impacts on drainage channels and creeks. ~~3.2 Flooding must not occur as a result of blocking steams that~~ intersect the railway	X	X	X		X		X
		4. Project shall not impact natural patterns of surface and sub-surface water and habitats for naturally-occurring plants and animals.			X		X		X
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: preserve natural habitat of red legged frogs and California garner snake	(See Issue)			X		X		
	Subsection 3 Burlingame and San Mateo: San Mateo Creek (1) is identified as a "high sensitivity" archeological area (2) should be preserved	(See Issue)	X		X		X		X
	Subsection 4 Belmont, San Carlos and Redwood City: preserve drainage channel at Cordilles Creek	(See Issue)	X		X		X		X
	San Mateo and Subsection 5 Atherton and Menlo Park: (1) preserve daylighted creeks, with same water flow and quality (San Francisquito Creek, Atherton Channel); (2) minimize impacts on nearby parks	(See Issue)	X		X		X		X
	Subsection 3 Burlingame and Subsection 6 Palo Alto: (1) protect historic El Palo Alto tree; (2) protect urban tree canopy and character of the city;(3) preserve drainage channels of creeks, no reduction or obstruction of water flow or quality	(See Issue)	X		X		X		X
I. INFRASTRUCTURE	1. Need to minimize disruption of water, sewer and storm drainage	1. Maintain operations and minimize disruption of water, sewer and storm drainage during construction; ensure no flooding at grade separations.	X	X	X		X		X
		2. Flooding should not occur at grade separations	X	X	X		X		X
		3. Consider findings from Footprint Study	X	X	X		X		X
	Subsection 2 Brisbane, SSF, San Bruno and Millbrae: (1) protect and/or relocate major water, sewer, and storm drainage facilities (High Line Canal, Cowan Canal,) and any changes in facilities should ensure no increase in Millbrae's long term maintenance costs	(See Issue)	X		X				
	Subsection 4 San Mateo, Belmont, San Carlos, and Redwood City: protect right of way of Old County Road in San Carlos and Belmont and Pacific Blvd in San Mateo, which contains numerous utilities and serves as the San Mateo Countywide North-South Bicycle Route	(See Issue)	X	X	X		X		X
J. RIDER EXPERIENCE	1. Experience should be pleasant for the rider.	1.1 Minimize noise levels inside the trains. 1.2 Minimize vibration levels inside the trains. 1.3 Minimize transitions to avoid the "roller coaster" feel 1.4 Minimize varying levels of cover to avoid shifting between enclosed and open, which can be disorienting.		X	X	X		X	X

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