



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

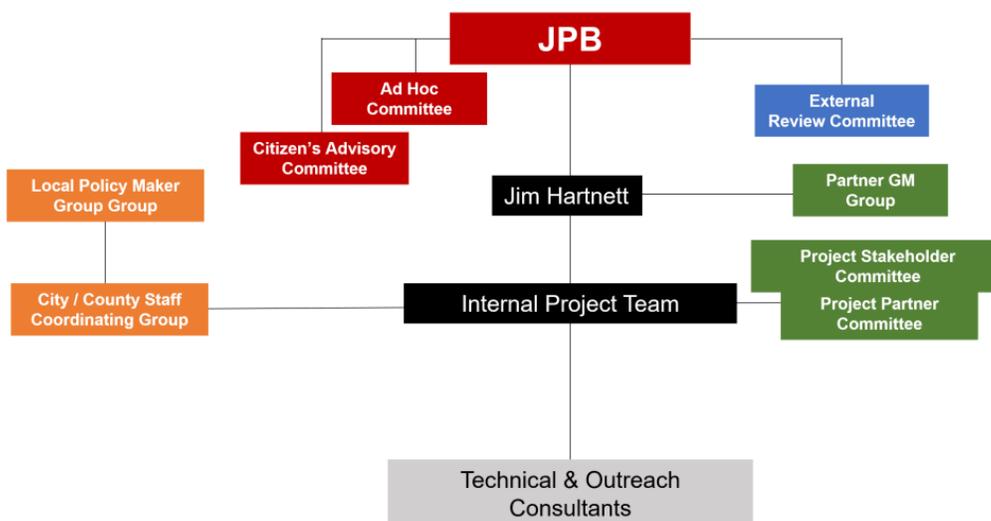


Memorandum

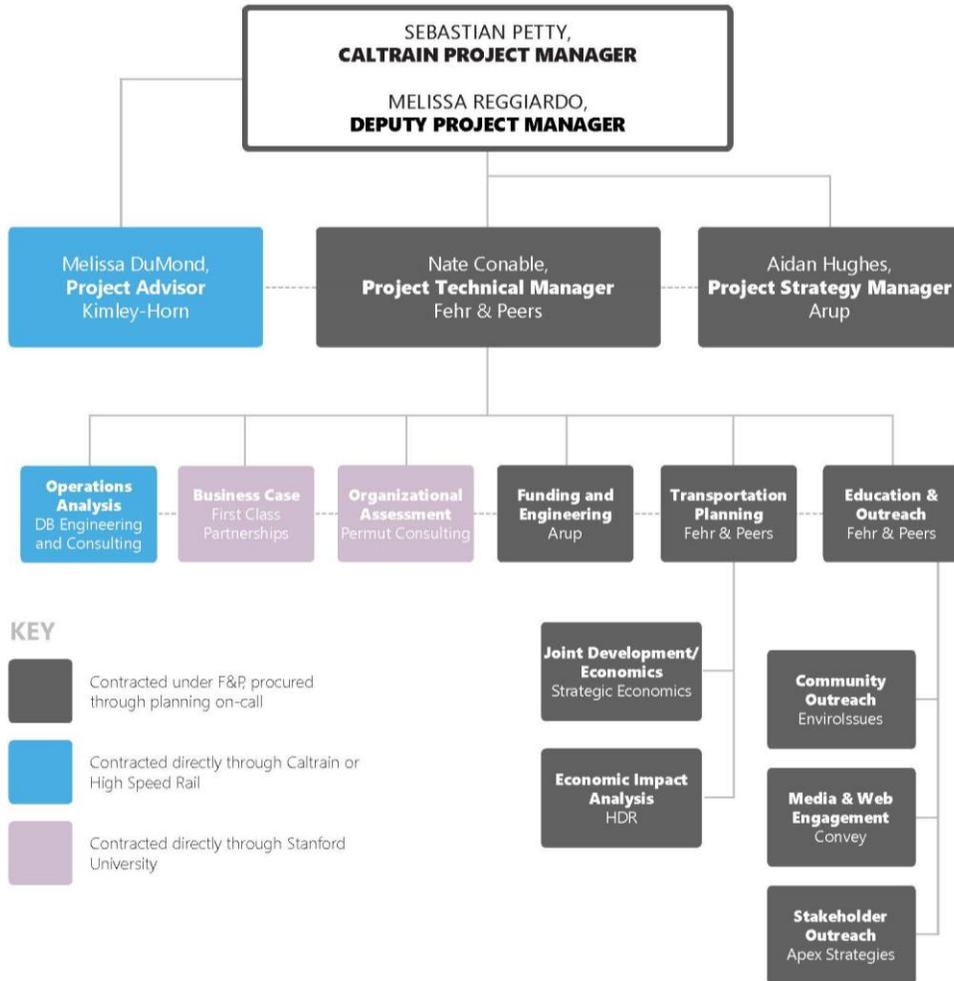
Date: June 28, 2018
To: Local Policy Maker Group (LPMG)
From: Sebastian Petty, Caltrain
Re: Caltrain Business Plan Updates

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



Consultant Team



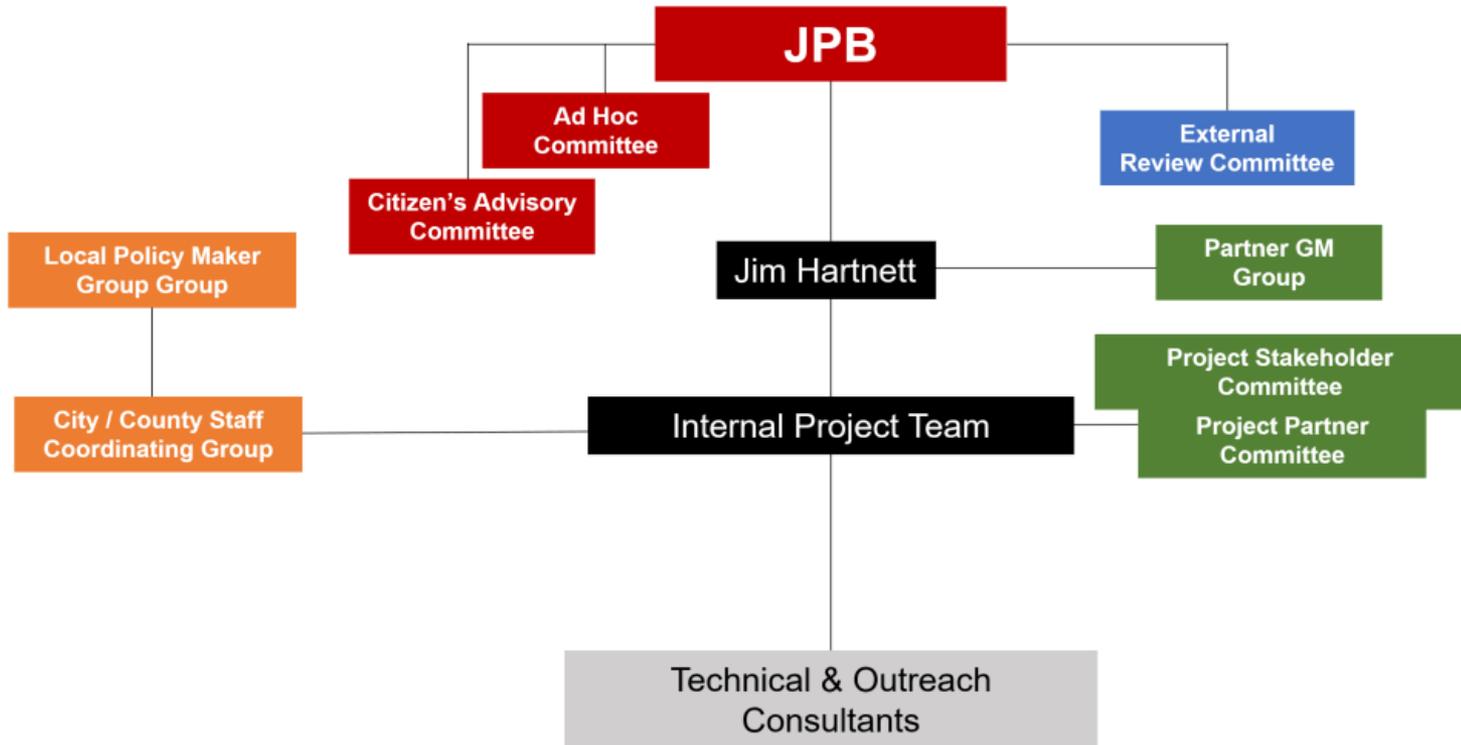


Caltrain Business Plan

Project Update

June 2018

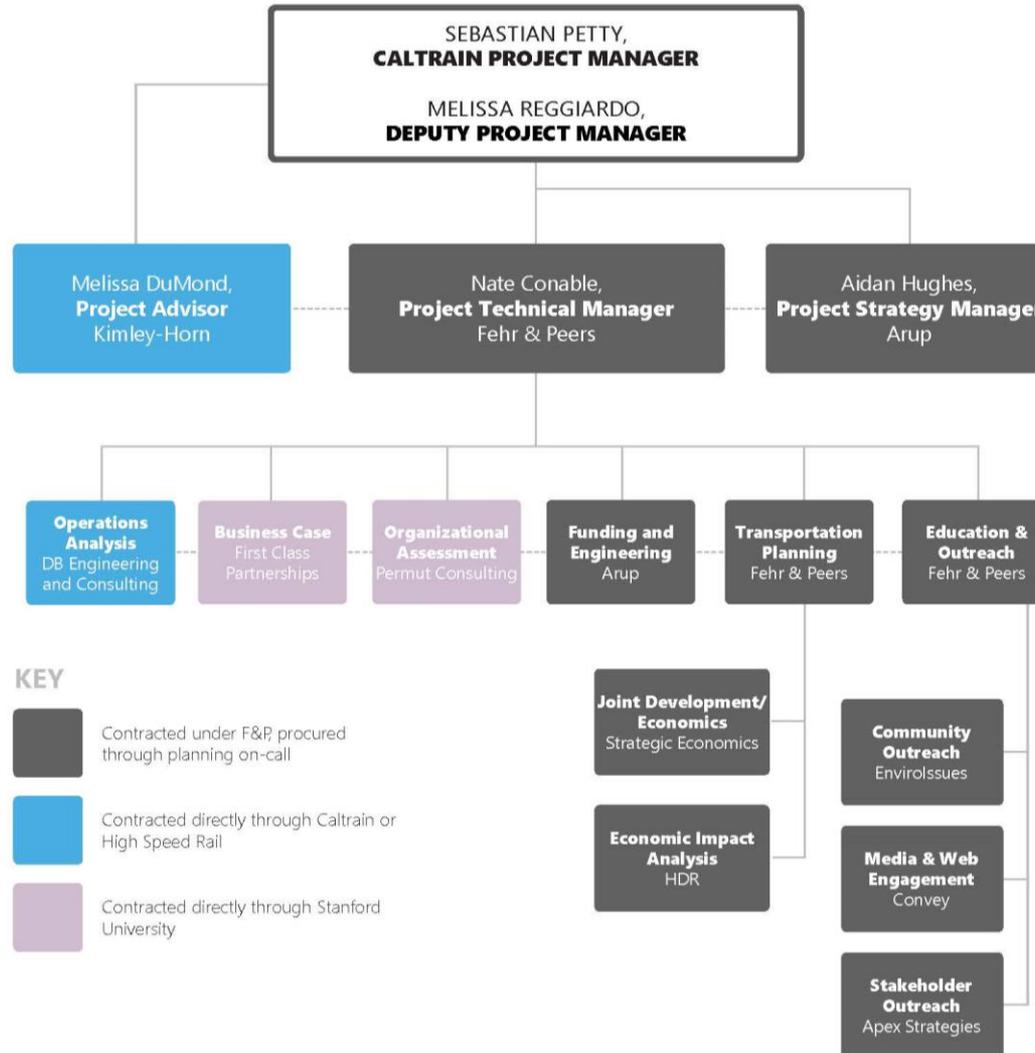
Project Structure



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



Project Management

Category	Team
Project Management	Fehr and Peers (Nate Conable)
Strategy Management	Arup (Aidan Hughes)
Outside Advising	Kimley Horn (Melissa DuMond)

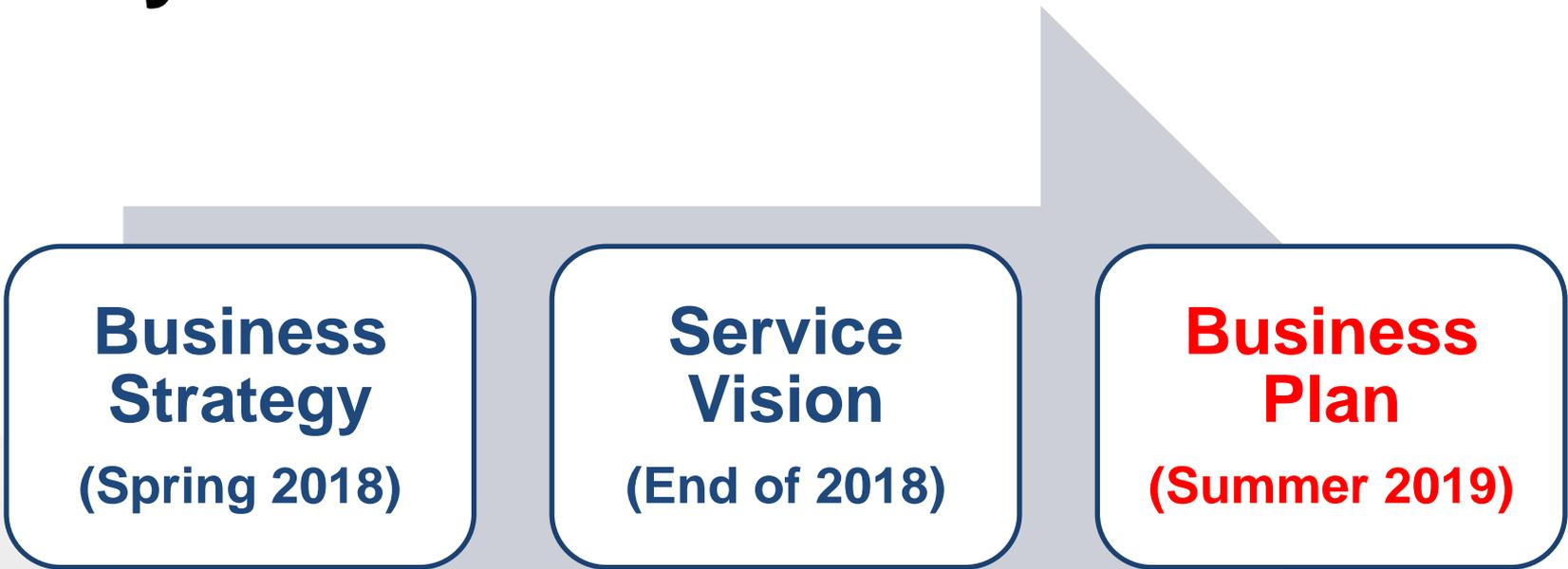
Technical Analysis

Category	Team
Market analysis and travel demand modeling	Fehr and Peers
Service planning and infrastructure specification	DB Engineering & Consulting (joint work with/through HSR)
Capital project costing and funding	Arup
Integrated business model development and business case strategy	First Class Partnerships (through Stanford)
Community interface assessment	Fehr and Peers
Joint development / economics	Strategic Economics
Economic impact analysis	HDR Decision Economics
Organizational assessment and Strategy	Permut Consulting (through Stanford)

Production, Outreach & Engagement

Category	Team
Project production	Fehr and Peers
Outreach support	Fehr and Peers
Stakeholder engagement strategy	Arup, Apex Strategies
Community outreach	Envirolssues
Media and web engagement	Convey

Key Milestones

A large, light gray arrow pointing from left to right, containing three rounded rectangular boxes. The first box is white with a blue border and contains the text "Business Strategy (Spring 2018)". The second box is white with a blue border and contains the text "Service Vision (End of 2018)". The third box is white with a red border and contains the text "Business Plan (Summer 2019)".

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.

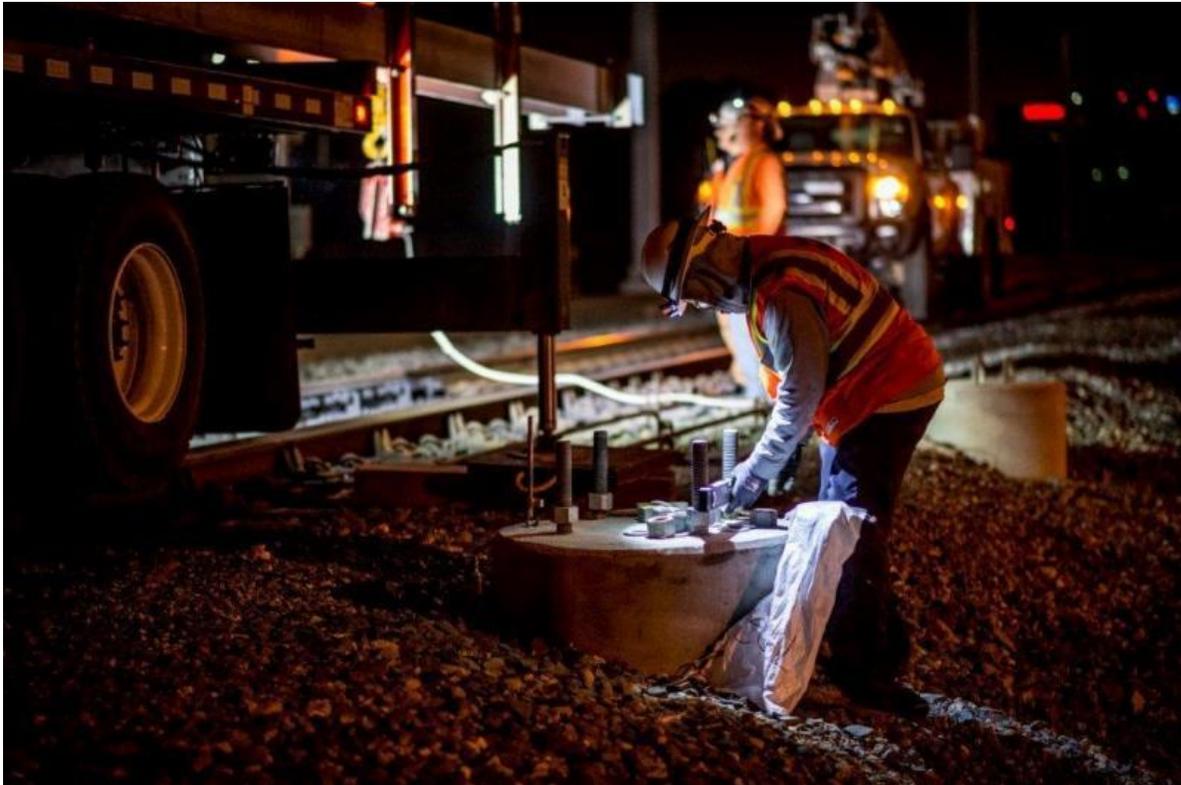
View more pictures at CalMod.org/gallery.



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.



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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

DETAILED PROGRESS REPORT

To view the PCEP Monthly Progress Report, please visit:

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

2018 BUSINESS PLAN

- **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

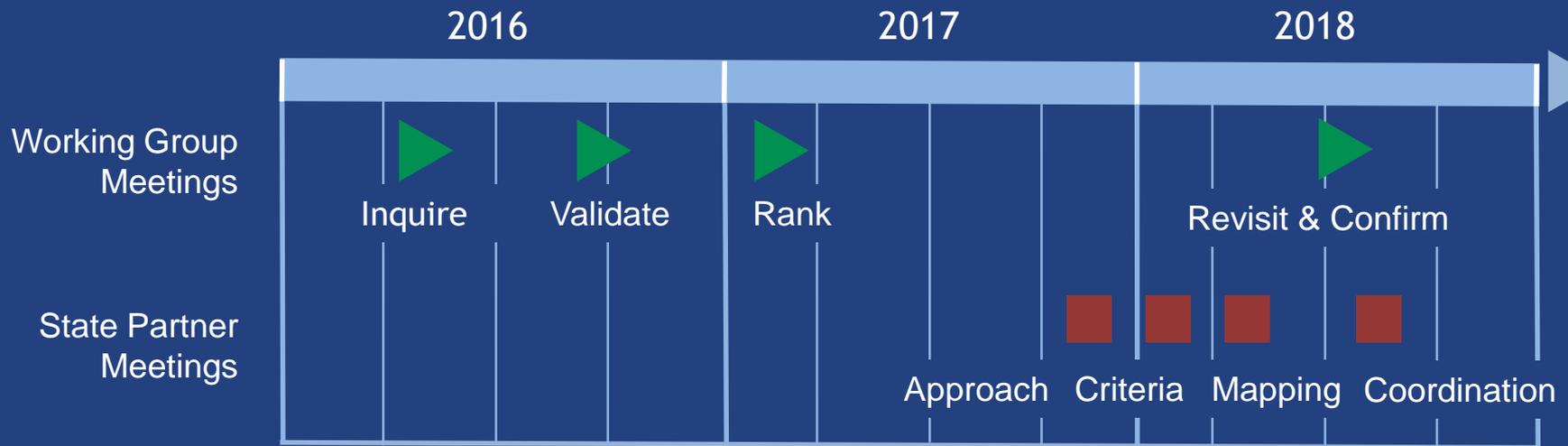
AGENDA

- **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



CONNECTING COMMUNITIES STRATEGY

STATEWIDE OUTREACH

NorCal

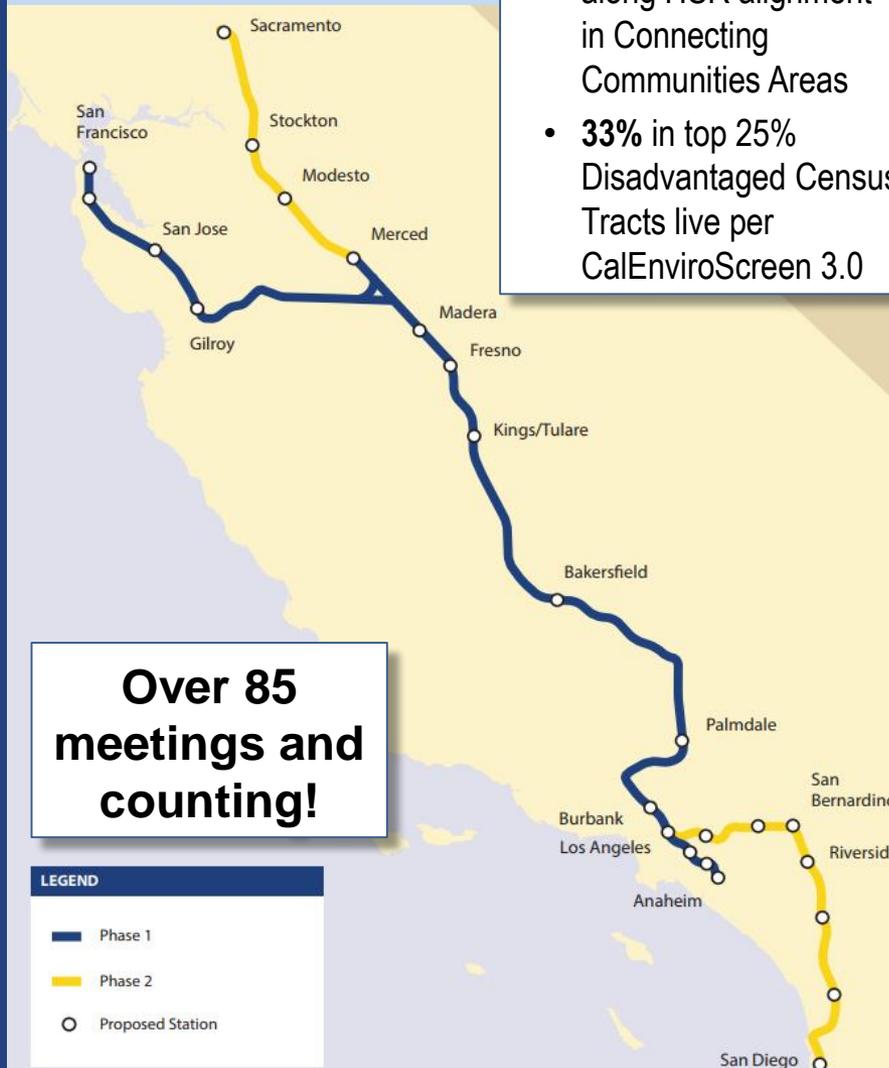
Community Working Groups

- 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

CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM



Over 85 meetings and counting!

LEGEND

- Phase 1
- Phase 2
- Proposed Station

- Over 2.4M people along HSR alignment in Connecting Communities Areas
- **33%** in top 25% Disadvantaged Census Tracts live per CalEnviroScreen 3.0

SoCal

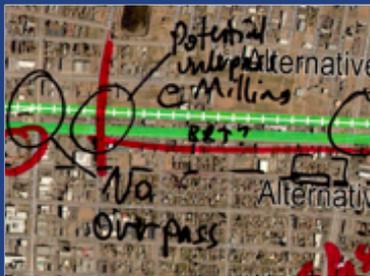
Stakeholder Working Groups

- 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

CONNECTING COMMUNITIES STRATEGY – MINIMUM OF 3 MEETINGS WITH EACH WORKING GROUP

1

Define Values & Map Considerations



OBJECTIVES – EDISON

Objective	Ranking
Improve Mobility	★★★★★
Improve Environmental	★★★★★
Improve Economic	★★★★★
Improve Community	★★★★★

2

Review Values & Considerations



3

Rank Projects by Values

Most

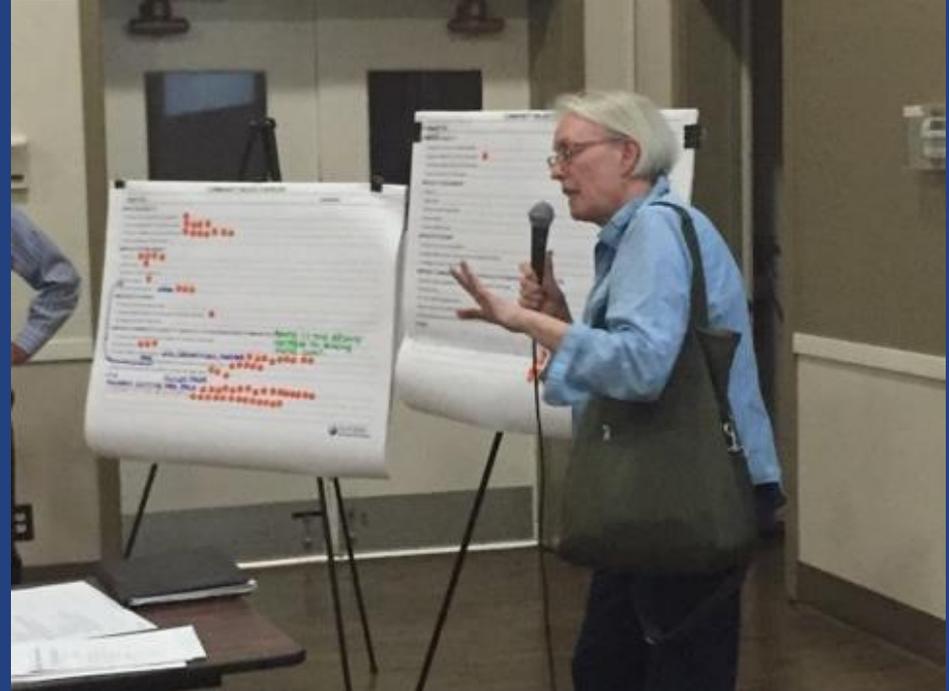
Middle

Least

Classify Projects

1. Part of HSR
2. Collaboration
3. Local Project

COMMUNITY VALUES EXERCISE - SANTA CLARA COUNTY



COMMUNITY VALUES EXERCISE - SAN MATEO COUNTY

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

COLOR KEY
Improve Mobility
Improve Environment
Improve Economy
Improve Community Liability, Especially in Disadvantaged Communities
Other

COMMUNITY VALUES EXERCISE - SANTA CLARA COUNTY



RANKING PROJECTS AND VALUES EXAMPLE - SAN FRANCISCO

HSR ID	Project	Description	Improve connectivity and accessibility	Improve pedestrian and bicycle access	Enhance mobility choices and efficiency	Improve access to HSR system	Clean air	Clean water	Enhance natural resources	Reduce waste	Achieve climate goals	Promote economic development	Increase opportunities to access jobs and quality education	Leverage economic resources	Increase access, availability, and diversity of community resources	Safe and healthy neighborhoods	Improve visual and audible attractiveness and desirability of the public realm	Increase attractiveness and desirability of parks and open space	Does the system work? (San Francisco)	Aligned with Value Statements
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.	●	●	●	●	●	○	○	○	●	●	●	●	●	●	●	●	○	Most
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	●	●	●	●	○	○	○	○	●	●	●	○	●	○	○	●	●	Middle

CONNECTING COMMUNITIES STRATEGIES – COLLABORATING WITH STATE PARTNERS



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 and 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

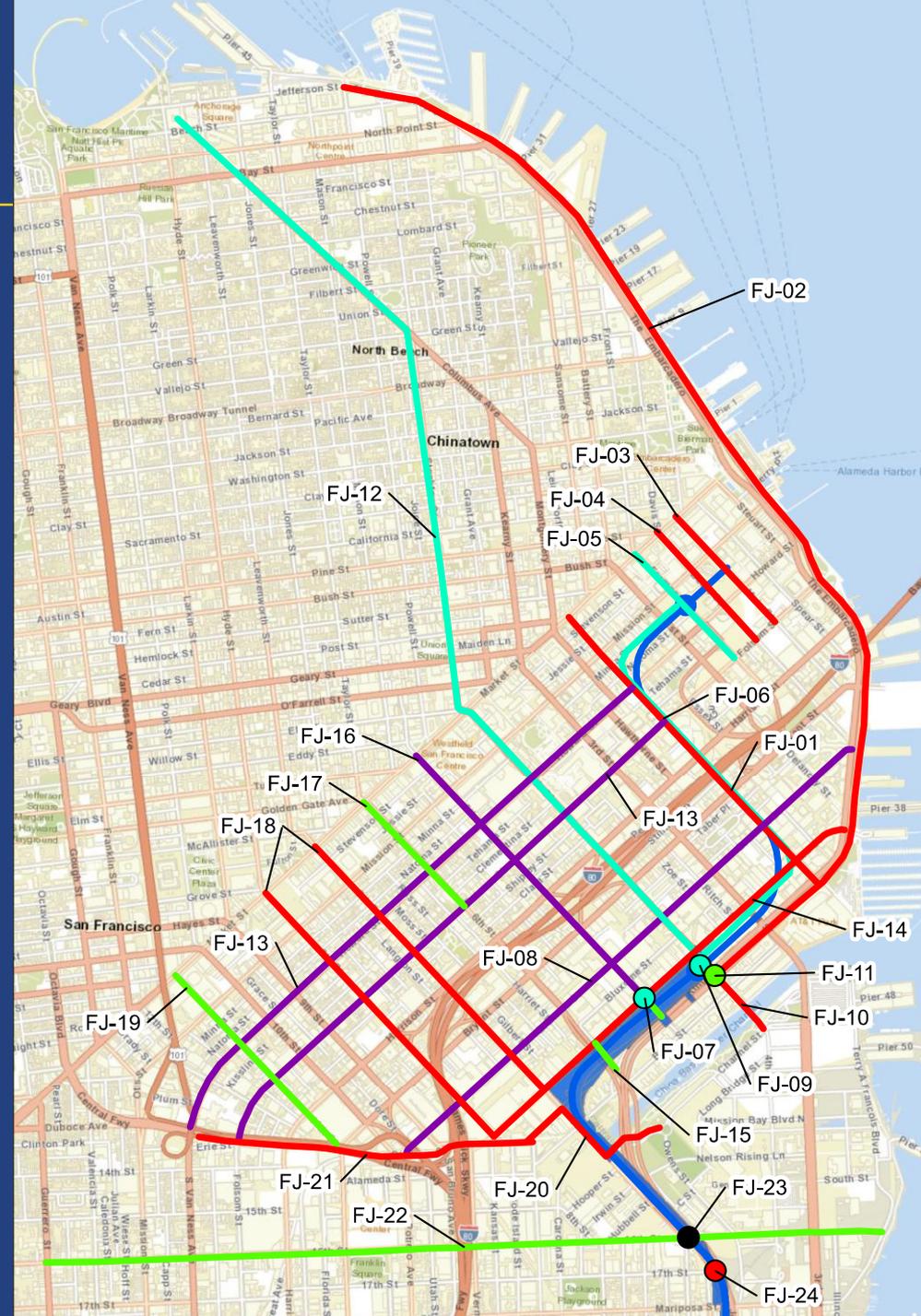
GIS MAPPING PROJECTS – SAN FRANCISCO

Legend

Proposed Projects

Proposed Project Lines

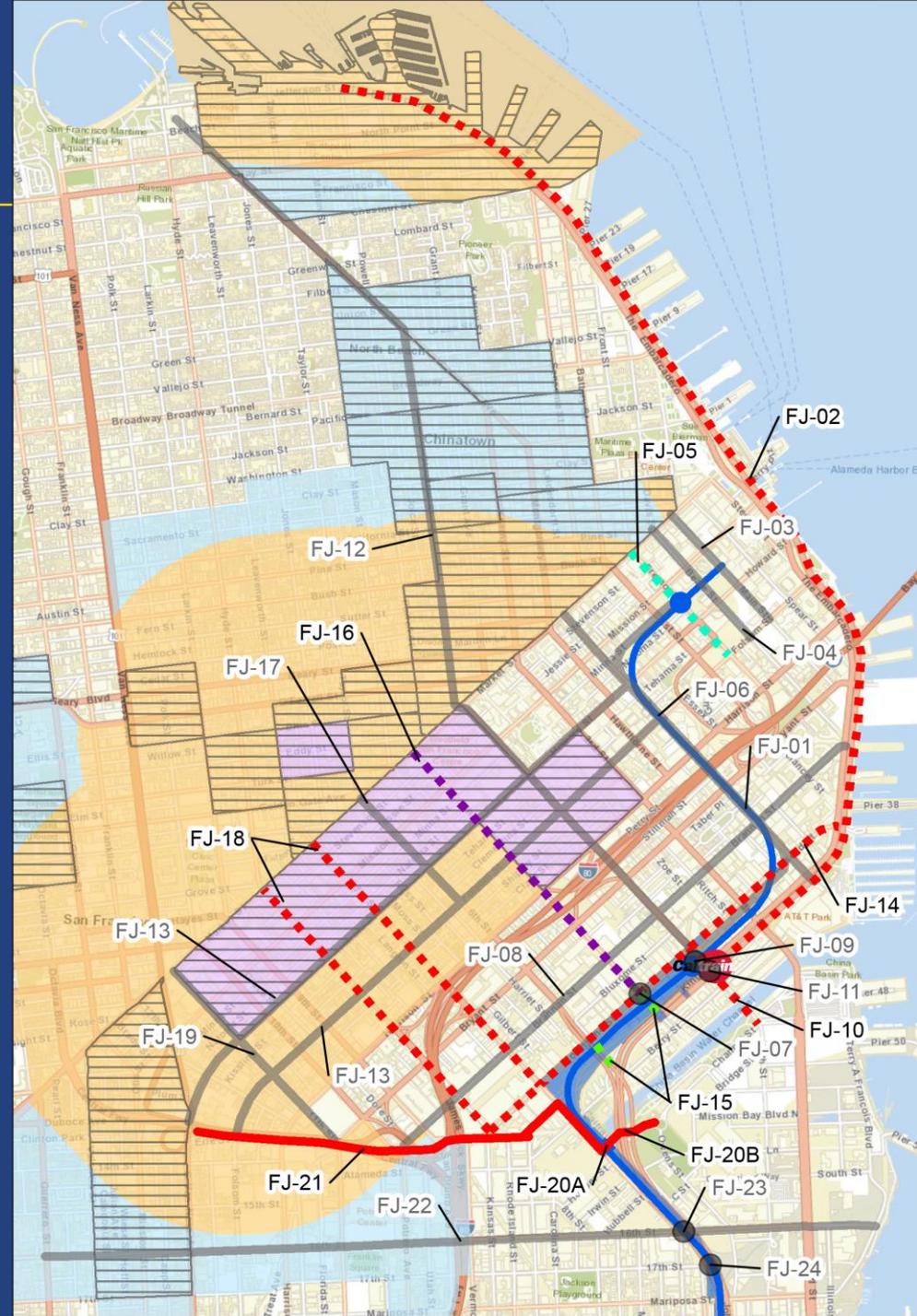
-  Bicycle
-  Pedestrian
-  Bicycle/Transit
-  Recreation
-  Roadway
-  Streetscape
-  Transit
-  Utility



GIS MAPPING INVESTMENT OPPORTUNITIES – SAN FRANCISCO

Legend

- CCS Projects Tier 0 & 1**
 - Bicycle
 - Bicycle
- CCS Projects Tier 2**
 - Bicycle
 - Pedestrian
 - Streetscape
 - Transit
- CCS Other Project**
 - Other Projects
 - 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**



STATE FUNDING PROGRAMS IDENTIFIED FOR EACH PROJECT

HSR ID	Project	Description	AHSC	ATP	LCTOP	LCTP	Prop 1 Watershed	SB1	State Wildlife Grant	TIRCP	UCFP	UGP	Charge (Bay Area)	Public Fleet Pilot Project	HVIP	SALC	Forest Health	Total Potential Eligible Programs
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.	●	●	○	○	○	●	○	○	○	○	○	○	○	○	○	4
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	●	●	○	○	○	○	○	●	○	○	○	○	○	○	○	3
FJ-16	5th Streetscape Project	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.	●	●	○	○	○	●	○	○	○	○	○	○	○	○	○	3

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

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