



**Local Policy Maker Group
Meeting Agenda**

Thursday, April 27, 2017
6:00 P.M. – 7:30 P.M.

Caltrain Offices
Bacciocco Auditorium 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

- I. Introductions**
- II. LPMG Chair Report**
- III. High-Speed Rail Program Update**
 - a. Statewide Update
 - b. San Francisco to San Jose Project Section Progression
 - c. San Francisco to San Jose Range of Alternatives Under Consideration
 - d. April Open House Meetings
 - e. CSCG Input on Range of Alternatives
- IV. Public Comments**
- V. LPMG Member Comment/Requests**
- VI. Adjourn**

Next Meeting: May 25, 2017 (Caltrain), June 29, 2017 (High-Speed Rail)



Memorandum

Date: April 27, 2017
To: CalMod Local Policy Maker Group (LPMG)
From: Ben Tripousis, Northern California Director, California High-Speed Rail Authority
Re: High-Speed Rail Program Overview & Update

California High-Speed Rail Program Update

2017 Project Update Report

On March 1, 2017, the Authority submitted the 2017 Project Update Report to the Legislature which is required pursuant to Section 185033.5 of the Public Utilities Code. Since the last report in March 2015, California has made tremendous progress in building the nation's first high-speed rail system—and nation's largest infrastructure project.

Building high-speed rail is creating thousands of new jobs and economic benefits, especially for small and disadvantaged businesses. California's achievements include:

- Hundreds of workers are building—right now—119 miles of new transportation infrastructure at nine active construction sites that will bring passenger rail service to connect the Central Valley to the Silicon Valley by 2025.
- Over 900 construction workers have good-paying jobs in the Central Valley, with many more coming across California.
- 334 small businesses are engaged in the project right now, of which 102 are certified disadvantaged businesses and thirty-nine are certified disabled veteran businesses.

Additionally, from July 2006 to June 2016, 94 percent of the \$2.3 billion that California has invested in this transformative project has gone to companies and people in California. These investments have involved more than 600 companies and generated up to \$4.1 billion in economic activity, 52 percent occurred in disadvantaged communities. The report is available on the Authority's website [here](#).

Authority Board Appointments

On Thursday, March 16 the California State Senate appointed two new members to the Board of Directors. They include Ernest M. Camacho to the Authority's Board of Directors and the Honorable Jim Beall to an Ex Officio Board position. The press release can be found [here](#).

The next Board meeting will be on Wednesday, May 10 in Sacramento, CA.

Five Statements of Qualifications (SOQ) Received for Early Train Operator Procurement

In December 2016, the Authority released a Request for Qualifications for early train operator services to assist with the development and management of the initial operations of the high-speed rail system. To read more, visit:

http://www.hsr.ca.gov/docs/newsroom/2016_HSRA_Moves_Towards_Securing_Early_Train_Operator_121616.pdf.

The Authority received statements of qualifications from five world-class proposers for the early train operator. The list of proposers can be found here:

http://www.hsr.ca.gov/docs/about/doing_business/SOQ_Received_HSR_16-13_Req_Qual_Early%20Train_Oper.pdf

Engaging a train operator early in the planning and construction process will help the Authority shape future procurements and provide important guidance as we continue progress on the nation's first high-speed rail program.

All Aboard: #iwillride Student Symposium and High-Speed Rail Construction Tour

The Authority is hosting the first ever All Aboard: #iwillride Student Symposium and High-Speed Rail Construction Tour on Friday, April 28 at Bitwise Industries in Fresno. This free event is open to California undergraduate and graduate students with a vision for the future that involves transforming travel within our state, broadening the workforce of tomorrow, and taking tourism to the next level. Click for [event details](#) or [register now](#).

March Construction Update

The number of construction sites continues to grow with ten active locations within Construction Package 1 and the first site underway in Construction Package 2-3. This, while pre-construction activities ramp up for Construction Package 4. This translates into jobs with over 950 trade workers and 182 small businesses contributing to this work so far. Read the [March Construction Update](#) for the latest on the project sites.

San Francisco – San Jose Project Section Update

Range of Alternatives Under Consideration

The Authority is currently analyzing two alternatives, both of which would run blended service largely within the existing Caltrain right-of-way. The components of each alternative (Alternative A and Alternative B) are not mutually exclusive and the ultimate alignment could incorporate elements from both alternatives.

Alternative A consists of a light maintenance facility (LMF) in Brisbane to the east of the alignment; no additional passing tracks; and an aerial approach to Diridon Station starting at I-880.

Alternative B consists of a LMF in Brisbane to the west of the alignment; additional passing tracks; and an aerial approach to Diridon Station starting at Scott Boulevard.

Over the coming months, the Authority will continue to analyze both Alternatives. A staff-recommended Preferred Alternative will be identified and shared with the Authority Board of Directors for concurrence in August 2017.

April Open House Meetings

Earlier this month, the Authority hosted three Community Open House meetings on the range of alternatives under consideration for the San Francisco to San Jose Project Section.

The meetings were held from 5:00 p.m. – 8:00 p.m. with a formal presentation starting at 6:00 p.m. Each meeting was identical in format and content and included opportunities to speak with Authority staff. The open houses were held as follows:

- **San Francisco** – Wednesday, April 5, 2017 – Metropolitan Transportation Commission, 375 Beale Street, Yerba Buena Room, San Francisco, CA 94105
- **Mountain View** – Tuesday, April 11, 2017 – Success Center, 875 West Maude Avenue, Unit 5, Mountain View, CA 94043
- **San Mateo** – Thursday, April 13, 2017 – Silicon Valley Community Foundation, 1300 South El Camino Real, Suite 100, San Mateo, CA 94402

Over 234 stakeholders attended the Open Houses and over 86 comments were received, including both oral and written submissions. Key themes heard included:

- Safety
- Station platforms
- Pedestrians and bicycles
- Speed of trains near residences and busy at-grade crossings
- Frequency of trains through busy at-grade crossings
- Noise
- Traffic impacts
- Funding/budget concerns on High-Speed Rail, Caltrain Electrification, DTX
- Multi-modal transfers, station access and connectivity
- Urban/economic development within and around station areas
- High-Speed Rail and Caltrain service times and operations

Materials from the Open House meetings can be found on the website [here, in the Community Meetings section](#).

Upcoming CSCG and LPMG Meetings

May's CSCG and LPMG meetings will be hosted by Caltrain. The next Authority-hosted CSCG meeting is scheduled for Wednesday, June 21, 2017 and the next LPMG meeting scheduled for Thursday, June 29, 2017 (*rescheduled date*).

CalMod Local Policy Maker Group (LPMG) Members

City / County	Representative	Alternate
Atherton	Councilmember Cary Wiest	Councilmember Rick DeGolia
Belmont	Councilmember Eric Reed	Mayor Charles Stone
Brisbane	TBD	
Burlingame	Councilmember Emily Beach	Mayor Ricardo Ortiz
Menlo Park	Councilmember Rich Cline	Mayor Kirsten Keith
Millbrae	Mayor Reuben Holober	Councilmember Wayne Lee
Mountain View	Vice Mayor Lenny Siegel	Councilmember Chris Clark
Palo Alto	Councilmember Tom Dubois	Councilmember Greg Tanaka
Redwood City	Councilmember Shelly Masur	Councilmember Janet Borgens
San Bruno	Councilmember Ken Ibarra	
San Carlos	Councilmember Ron Collins	Councilmember Mark Olbert
San Francisco BOS	TBD	
San Francisco	Ms. Gillian Gillett	Ms. Susan Gygi
San Jose	Councilmember Dev Davis	
San Mateo Co. BOS	TBD	
San Mateo	Councilmember Joe Goethals	Councilmember Diane Papan
Santa Clara Co. BOS	TBD	
Santa Clara	Councilmember Patricia Mahan	Councilmember Kathy Watanabe
South San Francisco	Councilmember Karyl Matsumoto	Councilmember Rich Garbarino
Sunnyvale	Councilmember Nancy Smith	
CHAIR (JPB Rep): Jeff Gee		



CALIFORNIA
High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Local Policy Maker Group
Thursday, April 27, 2017
San Carlos, California



INTRODUCTIONS



AGENDA REVIEW

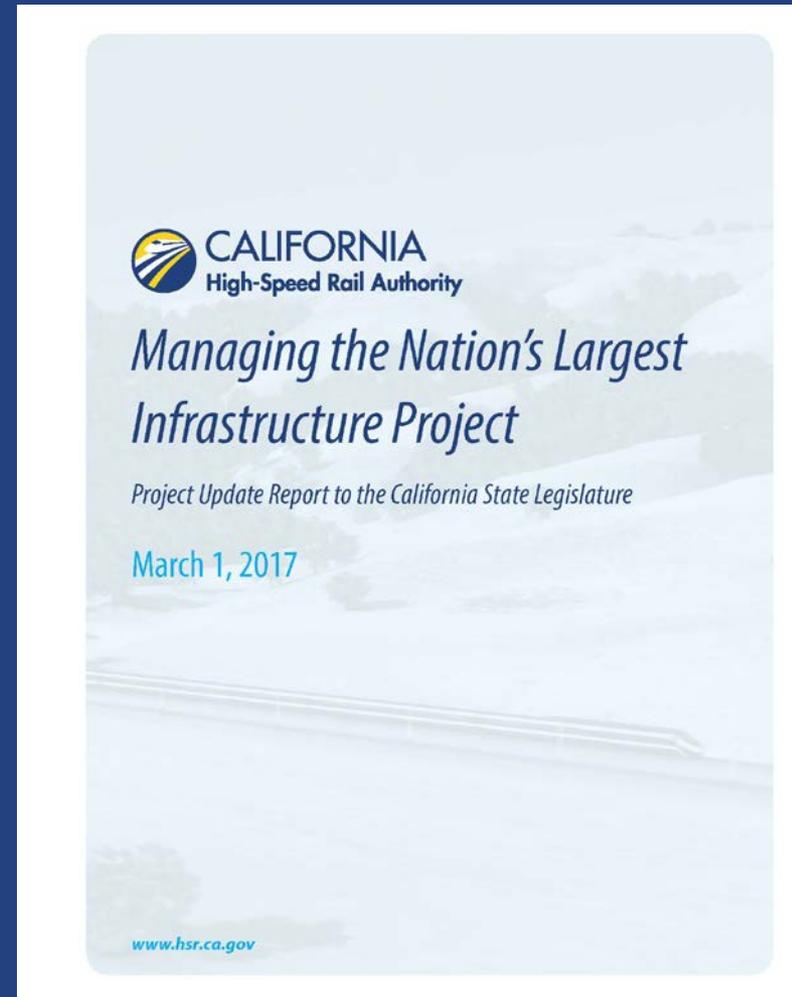
- LPMG Chair Report
- California High-Speed Rail Program Update
 - » Statewide Update
 - » San Francisco to San Jose Progression and Range of Alternatives Under Consideration
 - » April Open House Meetings
 - » CSCG Breakout Discussions on Range of Alternatives/Issues and Concerns
- Public Comment
- LPMG Member Comment/Requests
- Adjourn

CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE



CALIFORNIA HIGH-SPEED RAIL PROGRAM: Updates

- 2017 Project Update Report
- Authority Board Appointments
 - » Ernest M. Camacho
 - » Honorable Jim Beall
- Next Board Meeting: May 10, 2017



CALIFORNIA HIGH-SPEED RAIL PROGRAM: Early Train Operators

- HSR 16-13 Request for Qualifications for Early Train Operators
- Statement of Qualifications received from:
 - » China HSR ETO Consortium
 - » DB International US
 - » FS First Rail Group
 - » Renfe
 - » Stagecoach Group plc

The Economic Impact of California High-Speed Rail



**JOB-YEARS OF
EMPLOYMENT**

19,900 - 23,600



**LABOR
INCOME**

\$1.38B - \$1.68B



**ECONOMIC
OUTPUT**

\$3.5B - \$4.1B

TOTALS FOR JULY 2006 – JUNE 2016

All Aboard: #Iwillride

Student Symposium & High-Speed Rail Construction Tour

LOCATION:

Bitwise Industries
700 Van Ness Ave.
Fresno, CA 93721

DATE & TIME:

Friday, April 28, 2017
10:00 a.m. – 4:30 p.m.

COST INFORMATION:

FREE for undergraduate
and graduate students.

For more information and to register visit: <http://hsr.ca.gov/Iwillride/>



CONSTRUCTION UPDATE: March 2017



SAN FRANCISCO TO SAN JOSE SECTION OVERVIEW



SAN FRANCISCO TO SAN JOSE: History

SAN FRANCISCO TO SAN JOSE PROJECT SECTION MILESTONES TIMELINE

2017



SAN FRANCISCO TO SAN JOSE: Milestone Schedule*

Spring 2016

Project
Definition

Spring 2017

Design &
Technical
Analysis
Station
Footprint
Outreach

Summer 2017

Identify
Preferred
Alternative
Board
Concurrence
Outreach

Fall 2017

Release Draft
Environmental
Document
Outreach
Public Hearing

2018

Final
Environmental
Document/
Record of
Decision

*Preliminary/Subject to Change

SAN FRANCISCO TO SAN JOSE: Narrowed Alternatives



Altamont Corridor Alternative (2008)

- Impacts to wetlands, waterbodies and the environment
- Strong support from local cities, agencies and organizations

Highway 101 and I-280 Alternatives (2008)

- Environmental and socioeconomic impacts
- Lack of connectivity
- Constructability and cost factors

Fully grade-separated, four-track system (2011)

- Additional community impacts
- Substantially higher-costs (\$6 billion)
- Substantial construction impacts
- Legislation (SB 1029)

New tunnel alignment from Brisbane to Transbay Transit Center* (2016)

- Construction challenges
- Shift to blended system

Optional Mid-Peninsula Station* (2016)

- Ridership analysis
- Market demand

*Alternatives that could be studied in other environmental processes

SAN FRANCISCO TO SAN JOSE: Overview

- 51-Mile Blended Corridor
- Smallest footprint of previously considered alternatives
 - » Fewer impacts to landowners
 - » Fewer environmental impacts
- Currently evaluating two alternatives
 - » Three Key Project Elements
 - » Common Project Elements
- Stations being studied
 - » San Francisco (4th and King)
 - » Millbrae (SFO)
 - » San Jose (Diridon)
- Elements of the alternatives can be “mixed and matched”



SAN FRANCISCO TO SAN JOSE PROGRESSION & ALTERNATIVES



SAN FRANCISCO TO SAN JOSE: Range of Alternatives



Alternative B

- Light Maintenance Facility – Brisbane West
- Additional Passing Tracks
- Aerial Approach to Diridon—Long Viaduct

Elements of the alternatives can be “mixed and matched”

SAN FRANCISCO TO SAN JOSE: Common Project Elements

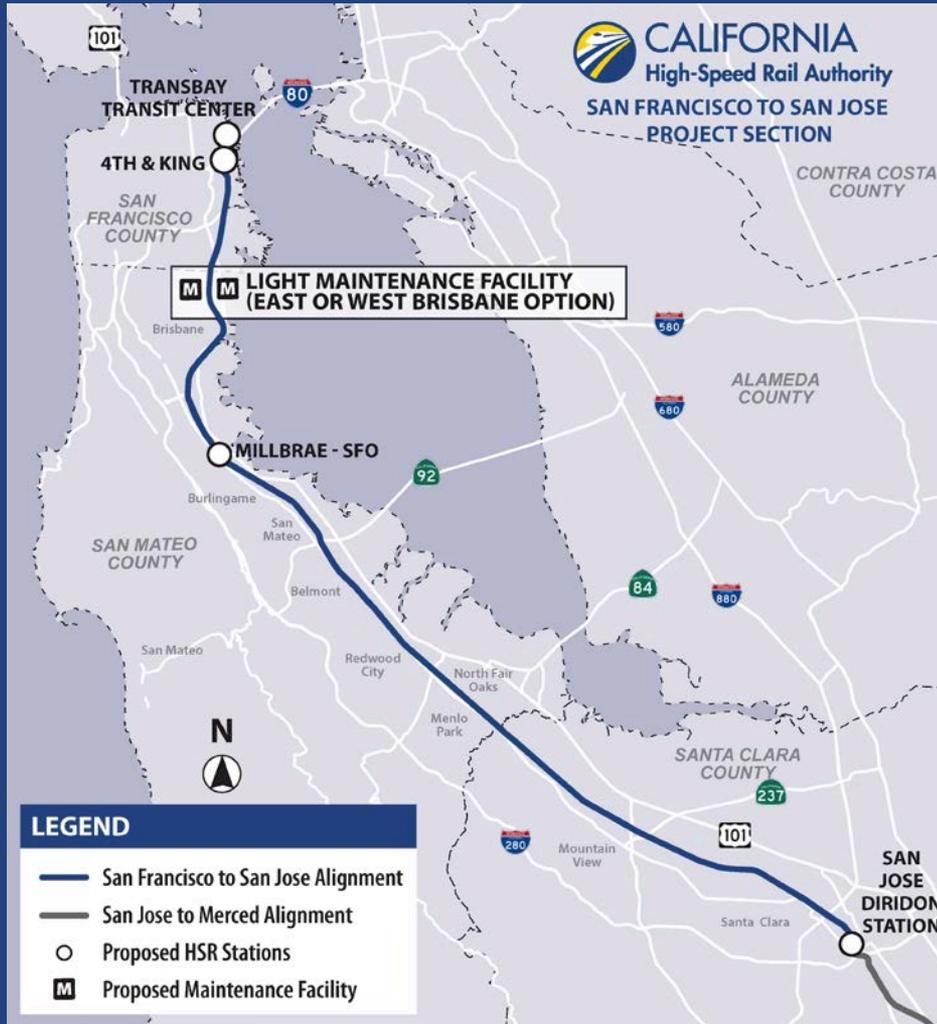
- Station Modifications and Dedicated Platforms
 - » San Francisco 4th and King
 - » Millbrae
- 110 MPH Speeds
 - » Track modifications are required to support higher speeds



Example of "hold-out rule"

- 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction in the peak period
- Safety modifications at 41 at-grade roadway crossings
 - » Includes 3 planned grade separation projects - 25th, 28th, & 31st Avenues
- Address hold-out rule at Burlingame Broadway and Atherton Caltrain Stations
- Evaluating potential safety modifications at Caltrain-only stations

LIGHT MAINTENANCE FACILITY: ~~Range of~~ Alternatives



2010

Brisbane



**Alternative B
West**

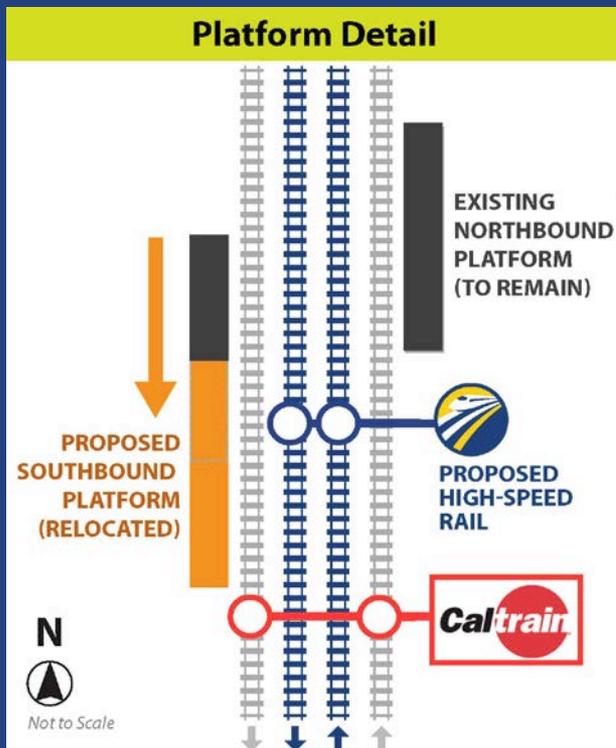


**Alternative A
East**

Operationally Infeasible

LIGHT MAINTENANCE FACILITY: Alternative A - Brisbane East

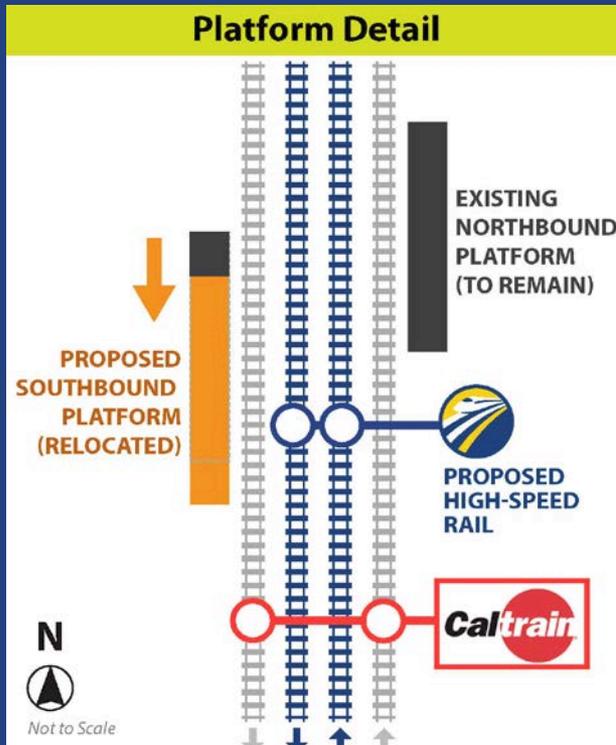
- Approximately 105 acres
- Relocates Bayshore Station Southbound platform to south end of existing station



Elements of the alternatives can be "mixed and matched"

LIGHT MAINTENANCE FACILITY: Alternative B - Brisbane West

- Approximately 95 acres
- Relocates Bayshore Station Southbound platform and east parking lot to south end of existing station



Elements of the alternatives can be "mixed and matched"

LIGHT MAINTENANCE FACILITY: Common Elements

- Allows for planned Geneva Avenue Extension
- Reconstructs Tunnel Avenue Overcrossing
- Caltrain Bayshore Station maintains planned connection to Schlage Development
- Caltrain Bayshore Station near existing location, Northbound platform in current location
- Yard Lead Flyover at Caltrain Bayshore Station

PASSING TRACKS: Refined Alternatives



Short Middle 4-Track Passing Track Option

- Least environmental impacts compared to other build passing track alternatives
- Allows for greatest operational flexibility

No Additional Passing Track Option

- Avoids construction, right-of-way, and aesthetic impacts of new passing tracks

2018

Note: "Middle" means middle of the corridor

PASSING TRACKS: Alternative A - No Additional Passing Tracks

- Avoids construction, right-of-way, and aesthetic impacts of new passing tracks
- Would require Caltrain to periodically wait for High-Speed Rail to pass at existing four-track sections (Brisbane, Redwood City and Lawrence)
- Millbrae 4-track station could provide another opportunity to pass stopped trains



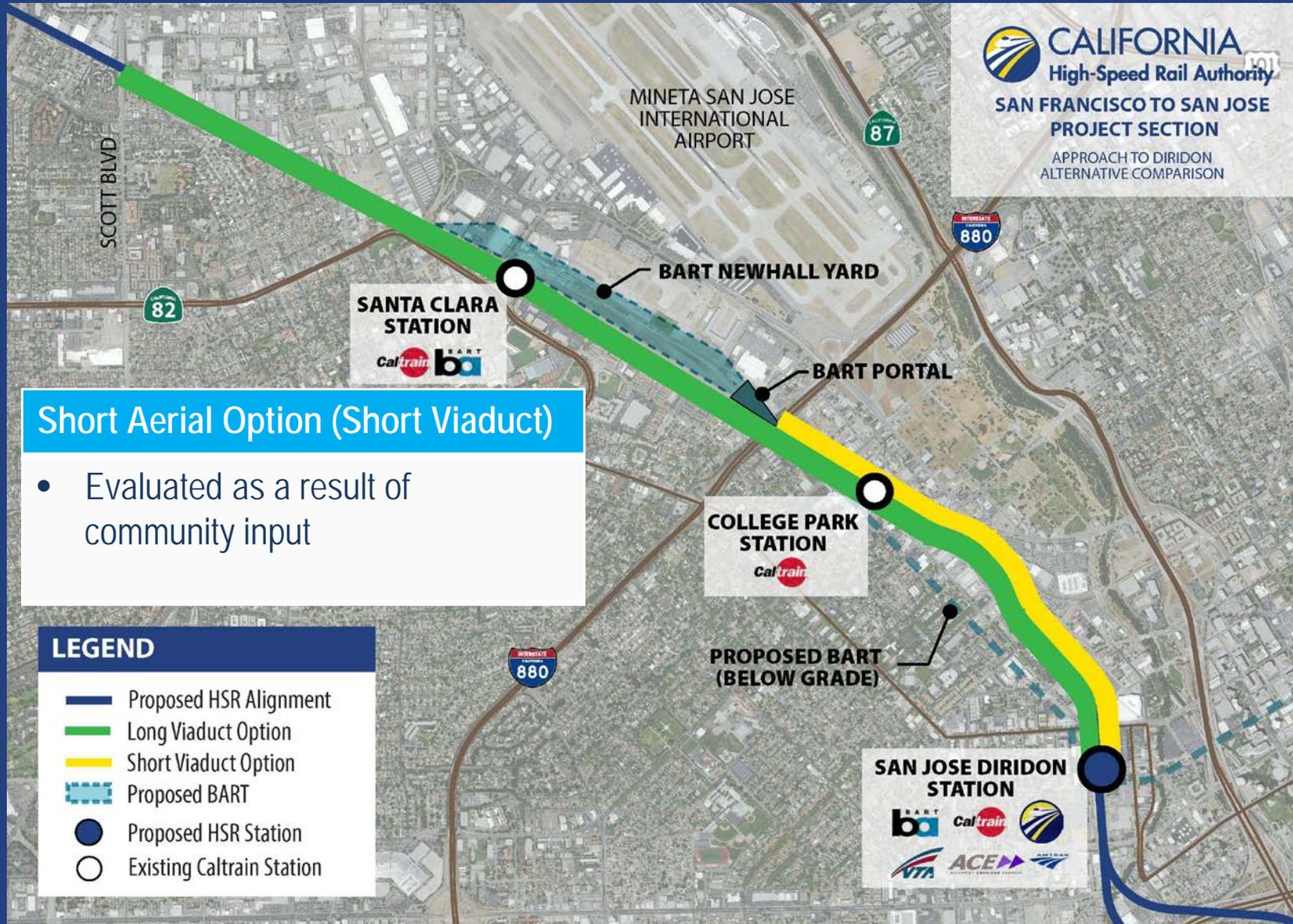
Elements of the alternatives can be "mixed and matched"

PASSING TRACKS: Alternative B – Additional Passing Tracks

- 6 miles long
- Extends from south of 9th Avenue in San Mateo to north of Whipple Avenue in Redwood City
- Portions that are at-grade and portions that are aerial
- Would incorporate San Mateo 25th Avenue Grade Separation Project
- Would require modifications to Hayward Park, Hillside, Belmont, and San Carlos Caltrain Stations
- Provides additional operational flexibility compared to No Additional Passing Track Options



APPROACH TO DIRIDON: Range of Alternatives



Note: At-Grade at Diridon still being studied

2017

APPROACH TO DIRIDON: Alternative A - Short Viaduct

- 1.5 miles long
- Alternative A aerial viaduct would start at I-880 for Diridon Station
- Shorter elevated section
- Need Union Pacific approval to move tracks
- Wider footprint
- Evaluated as a result of community input



APPROACH TO DIRIDON: Alternative B - Long Viaduct

- 3.9 miles long
- Alternative B aerial viaduct would start at Scott Boulevard for Diridon Station
- Longer elevated section
- Do not need to move Union Pacific Railroad tracks
- Narrower footprint



Elements of the alternatives can be "mixed and matched"

APRIL OPEN HOUSE MEETINGS



APRIL OPEN HOUSE MEETINGS

San Francisco	Mountain View	San Mateo
Wednesday, April 5, 2017 5:00 p.m. to 8:00 P.M.	Tuesday, April 11, 2017 5:00 p.m. to 8:00 p.m.	Thursday, April 13, 2017 5:00 p.m. to 8:00 p.m.
Metropolitan Transportation Commission 375 Beale Street San Francisco, CA 94105	Success Center 875 West Maude Avenue Mountain View, CA 94043	Silicon Valley Community Foundation 1300 South El Camino Real, Suite 100 San Mateo, CA 94402

- Focus was on the range of alternatives under consideration
- Each meeting was identical in format and content

APRIL OPEN HOUSES MEETINGS: Key Themes

- Over 234 Attendees
- Over 86 Comments Received
- Key Themes:
 - » Safety
 - Station platforms
 - Pedestrians and bicycles
 - Speed of trains near residences and busy at-grade crossings
 - Frequency of trains through busy at-grade crossings
 - » Noise
 - » Traffic impacts
 - » Funding/budget concerns on High-Speed Rail, Caltrain Electrification, DTX
 - » Multi-modal transfers, station access and connectivity
 - » Urban/economic development within and around station areas
 - » High-Speed Rail and Caltrain service times and operations

APRIL CSCG MEETING DISCUSSION: Key Themes

- **Light Maintenance Facility Options**
 - » East LMF could give City of Brisbane more opportunities to develop west side, not as close to the Bay
- **Passing Track Options**
 - » Need to know both operational and environmental impacts to consider all potential tradeoffs
 - » Use of existing 4-tracks in Redwood City
 - » More outreach needed to cities that could be impacted by the potential additional passing tracks (San Mateo, Belmont, San Carlos, Redwood City)
 - » Consider planned and future grade separation projects
- **Approach into Diridon Options**
 - » Level of detail of impacts in the EIR/EIS
 - » Modifications at existing grade separations

JUNE CSCG AND LPMG MEETINGS: Schedule Change

- CSCG Meeting: Wednesday, June 21
- LPMG Meeting: Thursday, June 29

PUBLIC COMMENT



LPMG MEMBER COMMENT/REQUESTS



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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