



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the Governor's Executive Orders [N-25-20](#) and [N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94452832931> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: # 944 5283 2931 for audio only.

Public Comments: The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Members of the public are encouraged to provide public comments in the following ways:

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

Thursday, August 27, 2020

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Staff Report
3. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
4. Caltrain Draft Equity, Connectivity, Recovery, and Growth Policy
5. Caltrain Electrification Project
6. Public Comments on Items not on the Agenda
7. LPMG Member Comments/Requests
 - a. HSR EIR Related Letters
 - b. Constant Warning Time Presentation
8. Next Meeting
 - a. Thursday September 24, 2020 at 5:30pm
9. Adjourn

All items on this agenda are subject to action



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: August 27, 2020
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Central Valley Wye Final Environmental Impact Report/Environmental Impact Statement Release

The Final Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the “Central Valley Wye” portion of the Merced to Fresno Project Section was released on August 7th and is [available for review](#). The document will be presented to the Authority Board of Directors for adoption at the September 10th board meeting. This action will complete environmental clearance for 171 miles of alignment between Merced and Bakersfield.

CEO Report

In his recent program report to the Authority Board of Directors, CEO Brian Kelly provided updates on the Los Angeles Union Station, Palmdale to Burbank Project Section Preferred Alternative adjustment, and construction underway in the Central Valley. The Report is summarized below and is available in entirety [here](#).

The Los Angeles Union Station Project Funding Plan, approved by the Board of Directors in April 2020, directs \$423.3 million in Proposition 1A bond funds to the project. The Authority is working with LA Metro to develop a Project Management Funding Agreement and LA Metro has re-issued the Request for Qualifications to include an integrated delivery approach.

The Preferred Alternative (PA) for the Palmdale to Burbank Project Section was identified in November 2018 and included a direct impact on Una Lake, a body of water near Palmdale. Consultation with the United States Army Corps of Engineers and the United States Environmental Protection Agency led to a PA amendment to avoid impacts to Una Lake, a requirement for environmental clearance. Extensive outreach was conducted leading up to the amendment, and community and stakeholder feedback was largely positive.

Authority staff completed an agreement with Madera County to fulfill the commitment to remediating construction impacts on local roads. Additionally, Authority staff are working with “Fresno Works,” a group of business and local government representatives, to secure a Maintenance of Way Facility, preserve local investment for site improvements, and ready it for job-generating activities.

HiPERLeadership Podcast

CEO Brian Kelly was a recent guest on the HiPERleadership podcast, hosted by David Morris, discussing leadership and the role of effective teams in moving large and complex transportation projects forward. This podcast is available on [Apple Podcasts](#).

NORTHERN CALIFORNIA UPDATE

San Francisco to San Jose Draft Environmental Impact Report/Environmental Impact Statement

The release of the San Francisco to San Jose Project Section [Draft EIR/EIS](#) on July 10th started the public comment period on the document. In response to stakeholder requests for additional time to review the document, the end of the comment period has been extended from August 24th to September 9th.

Additionally, the Public Hearing for this Draft EIR/EIS was recently held in an online/telephone format in accordance with current public health orders.

At the request of Chair Bruins, the Authority's presentation at the August LPMG meeting will provide an overview of project features in the San Francisco to San Jose Project Section, summary of the Draft EIR/EIS contents, and review of noise analysis and potential mitigations. Authority staff had briefed city and county staff on many of these topics at the monthly City/County Staff Coordinating Group (CSCG) meetings, at the city/county staff Draft EIR/EIS Q&A webinar on July 30th, and during individual jurisdiction engagements. The material for the presentation will be based on the contents of the Draft EIR/EIS but for more information, please refer directly to the environmental documents.

Comments on the Draft EIR/EIS can be submitted through the following channels:

- [Online comment form](#)
- Email to: san.francisco_san.jose@hsr.ca.gov
- Mail to:
 - ATTN: San Francisco to San Jose Project Section: Draft EIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

San Jose to Merced Draft Environmental Impact Report/Environmental Impact Statement

The comment period for the San Jose to Merced Project Section Draft EIR/EIS closed on June 23rd. The Authority received 765 comments on the document. These comments are under consideration by the Authority team and will be responded to in the Final EIR/EIS, scheduled for release in Summer 2021. As requested during the July LPMG meeting, comments received from cities along the Caltrain corridor have been shared with Caltrain staff for distribution to the LPMG.

RECENT AND UPCOMING OUTREACH ACTIVITIES

- August 4: Committee for Renewable Energy in the Baylands (CREBL) Presentation
- August 4: Menlo Park Rail Subcommittee Presentation
- August 5: San Francisco to San Jose Online Open House Q&A Webinar #3
- August 11: San Jose State University Mineta Transportation Institute
- August 12: San Francisco to San Jose Community Working Groups Draft EIR/EIS Q&A Webinar
- August 12: San Francisco to San Jose Draft EIR/EIS Staff Office Hours
- August 18: Brisbane Baylands Community Advisory Group Presentation
- August 19: San Francisco to San Jose Draft EIR/EIS Public Hearing
- September 2: County of Santa Clara CalWORKs Advisory Council Presentation
- September 17: Construction Management Association of America Northern California Chapter Presentation
- September 24: Santa Clara Unified School District Board Presentation

NORTHERN CALIFORNIA REGION

Local Policy Maker Group

August 27, 2020



SAN FRANCISCO TO SAN JOSE PROJECT SECTION

PROJECT FEATURES



SAN FRANCISCO – SAN JOSE PROJECT ALTERNATIVES A AND B

- San Francisco to San Jose Project Section
- Alternative A Features**
 - M East Option Light Maintenance Facility
 - No Additional Passing Tracks
- Alternative B Features**
 - M West Option Light Maintenance Facility
 - Additional Passing Tracks
- HSR Stations
- San Jose to Merced Alignments
- Downtown Extension



SAN FRANCISCO TO SAN JOSE

Project Differentiators – Alternatives A & B

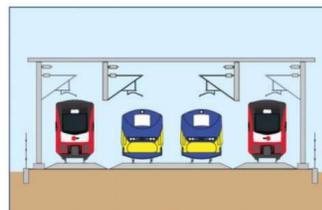
• Light Maintenance Facility

- » Alternative A: East Brisbane
- » Alternative B: West Brisbane



• Passing Tracks

- » Alternative A: No new passing tracks
- » Alternative B: 6-mile passing tracks from San Mateo to Redwood City
 - Relocation of San Carlos Station



Passing Tracks Cross-Section

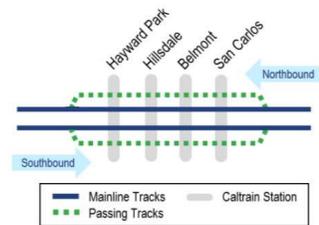


Diagram of New Passing Tracks in Alt. B

SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

- **High-Speed Rail stations¹**

- » San Francisco 4th and King
- » Millbrae
- » Diridon Station

- **Up to 110 mph speeds**

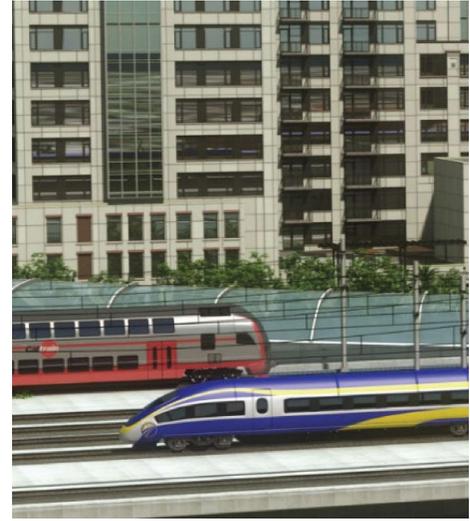
- » Track modifications to support higher speeds

- **Peak operations**

- » 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction

¹ *Salesforce Transit Center* has been environmentally cleared by Transbay Joint Powers Authority and is not part of the California High-Speed Rail Authority's environmental analysis.

San Jose Diridon Station is being evaluated as part of the San Jose to Merced Project Section but is included in both project sections' environmental analysis.

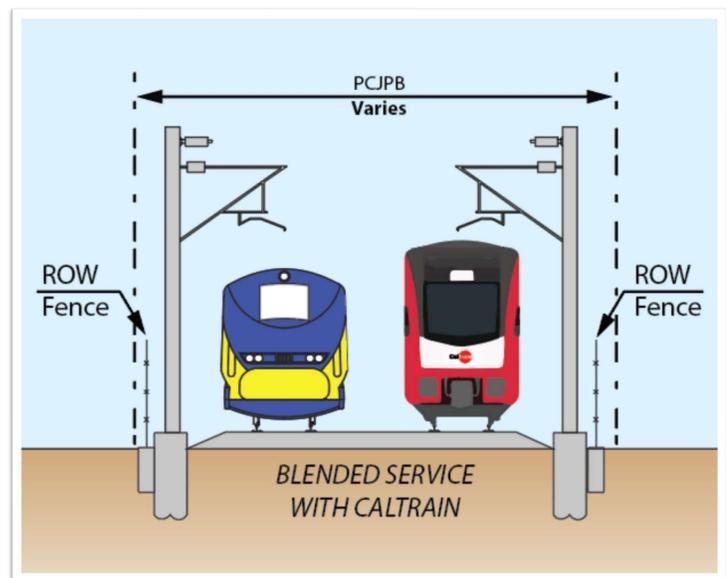


SAN FRANCISCO TO SAN JOSE

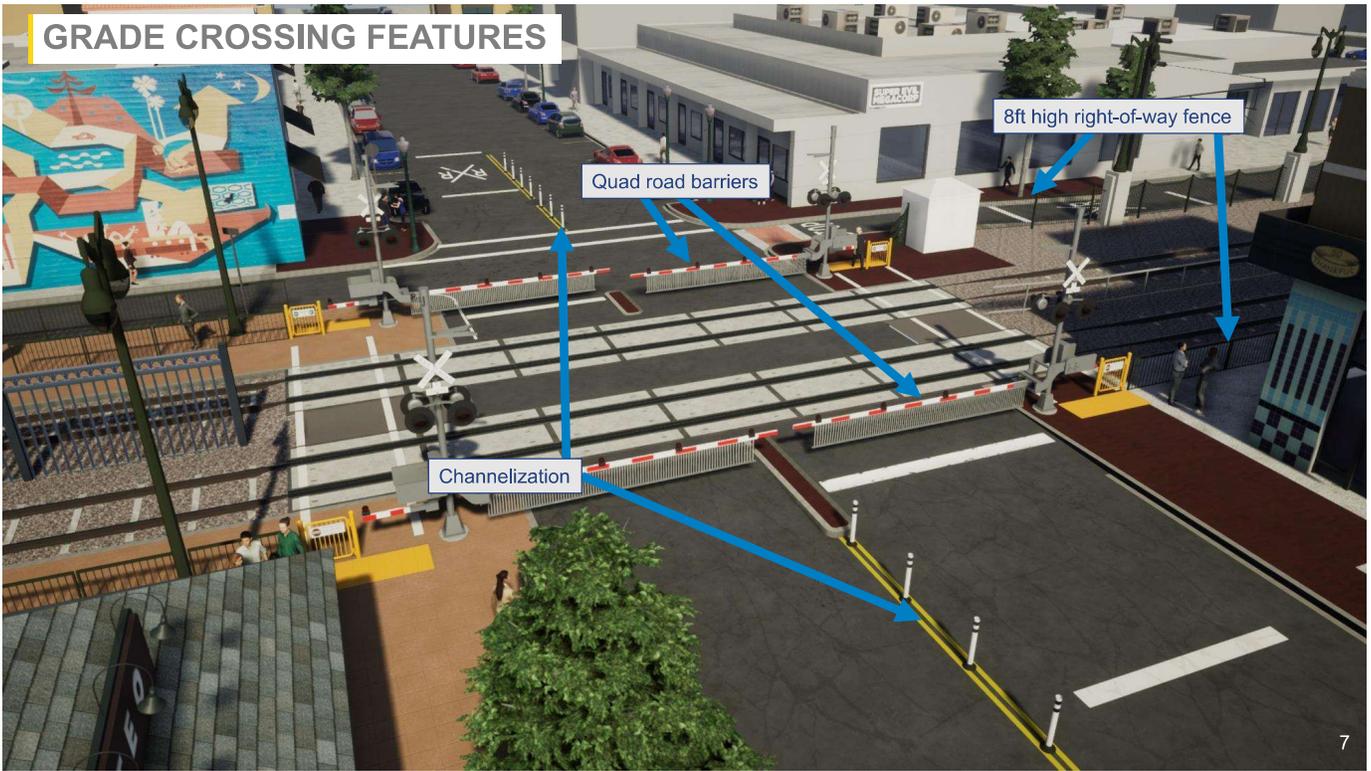
Common Project Elements – Alternatives A & B

- **Blended At-Grade**

- » Uses Caltrain electrification infrastructure and tracks
- » Predominantly within the existing railroad right-of-way
- » At-grade tracks with quad gates at each road crossing



GRADE CROSSING FEATURES



SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

- Safety modifications at Caltrain-only stations
- Remove hold-out rule at Broadway and Atherton Caltrain Stations
- Utility relocations
- Roadway modifications
- Temporary construction areas



SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

- **Corridor fencing**
- **Train control and communication facilities**
 - » Standalone radio towers enable communications between train to operator
 - » Mast height: 100' above top-of-rail
 - » Spaced every 2.5 miles
 - » Co-located with traction power equipment when possible
 - » Mitigation Measure AVQ-MM#3: Incorporate Design Aesthetic Preferences into Final Design and Construction of Non-Station Structures
- **Impact Avoidance and Minimization Features (IAMF)**
 - » e.g. AVQ-IAMF#1: Aesthetic Options
 - » e.g. AVQ-IAMF#2: Aesthetic Review Process



SAN FRANCISCO TO SAN JOSE PROJECT FEATURES



9

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

DRAFT EIR/EIS



10

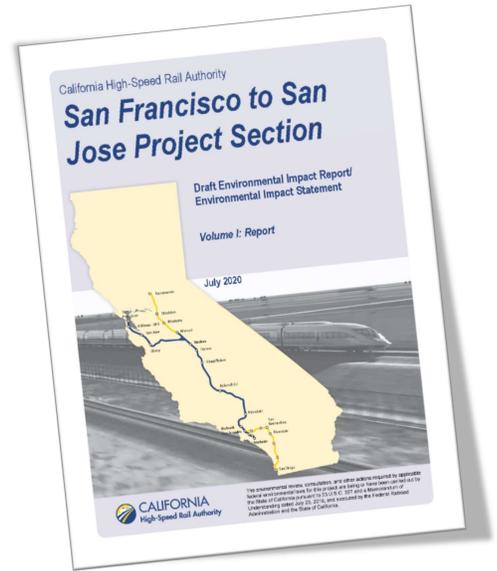
SAN FRANCISCO TO SAN JOSE DRAFT ENVIRONMENTAL DOCUMENT: AVAILABLE NOW!

- **Public comment period: July 10 – September 9, 2020**
- **View or download at the Authority website:**
 - » hsr.ca.gov/programs/environmental/eis_eir/draft_san_francisco_san_jose.aspx

Online comment form (comments can also be emailed or mailed):

- » hsr.ca.gov/programs/environmental/eis_eir/draft_san_francisco_san_jose_comment.aspx

For more information visit:



WHAT'S IN THE DRAFT EIR/EIS? TABLE OF CONTENTS

- **Volume I: Executive Summary & Report/Statement**
 - » Executive Summary
 - » Chapter 1: Project Purpose, Need, and Objectives
 - » Chapter 2: Alternatives
 - » Chapter 3: Affected Environment, Environmental Consequences, and Mitigation Measures
 - » Chapter 4: Section 4(f)/6(f) Evaluation
 - » Chapter 5: Environmental Justice
 - » Chapter 6: Project Costs and Operations
 - » Chapter 7: Other CEQA/NEPA Considerations
 - » Chapter 8: Preferred Alternative
 - » Chapter 9: Public and Agency Involvement
 - » Supporting other Chapters
- **Volume II: Technical Appendices**
 - » Detailed data supporting environmental analysis
- **Volume III: Preliminary Design**
 - » Preliminary engineering design plans



WHAT SUBJECTS ARE REVIEWED IN THE DRAFT EIR/EIS?

VOLUME I, CHAPTER 3-6 TOPICS

- Aesthetics & Visual Quality
- Air Quality & Greenhouse Gases
- Biological & Aquatic Resources
- Capital & Operating Costs
- Cultural Resources
- Cumulative Impacts
- Design Variants to Optimize Speeds
- Electromagnetic Fields & Electromagnetic Interference
- Environmental Justice
- Geology, Soils, Seismicity & Paleontological Resources
- Hazardous Materials & Waste
- Hydrology & Water Resources
- Noise & Vibration
- Parks, Recreation & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Section 4(f)/6(f) Evaluation
- Socioeconomics & Communities
- Station Planning, Land Use & Development
- Transportation

WHAT'S IN THE DRAFT EIR/EIS?

SECTION OUTLINE

- **Section 3.X: Individual Resource Section**
 - » 3.X.1 Introduction
 - » 3.X.2 Laws, Regulations, and Orders
 - » 3.X.3 Consistency with Plans and Laws
 - » 3.X.4 Methods for Evaluating Impacts
 - » 3.X.5 Affected Environment
 - » 3.X.6 Environmental Consequences
 - » 3.X.7 Mitigation Measures
 - » 3.X.8 Impact Summary for NEPA Comparison of Alternatives
 - » 3.X.9 CEQA Significance Conclusions

Section 3.4 Noise and Vibration

Table 3.4-13 Vibration Propagation Measurement Locations

Site	Location	Date	Test Type	Depth (feet)
San Francisco to South San Francisco Subsection				
VP1	Diablo Street & Williams Avenue, San Francisco	2/24/2010	Borehole	86
San Bruno to San Mateo Subsection				
VP2	1st Avenue & Pine Street, San Bruno	12/15/2009	Surface	0
VP3	California Drive & South Inver Plank, Millbrae	3/25/2010	Borehole	20, 40, 60
VP4	Castro & North Railroad Avenue, San Mateo	8/3/2016	Surface	0
San Mateo to Palo Alto Subsection				
VP5	Ruffalo Avenue & 12th Avenue, San Mateo	3/29/2010	Borehole	0, 30, 40, 50, 60
VP6	Pacific Boulevard & East 28th Avenue, San Mateo	3/16/2010	Surface	0
VP7	Old County Road & Inness Avenue, San Carlos	12/22/2009	Surface	0
VP8	Pennsylvania Avenue & Cedar Street, Redwood City	3/23/2010	Surface	0
VP9	Stone Pine Lane & Forest Lane, Menlo Park	3/23/2010	Surface	0
VP10	Menlo Park Caltrain Station, Menlo Park	3/23/2010	Borehole	50, 60, 70
VP11	Wiles Street & Willow Road, Menlo Park	4/22/2010	Surface	0
VP12	Park Boulevard & South California Avenue, Palo Alto	3/30/2010	Borehole	50, 60, 70, 80, 90
VP13	Park Boulevard & South California Avenue, Palo Alto	12/18/2009	Surface	0
VP14	155 Page Mill Road, Palo Alto	3/8/2010	Surface	0
VP14	240 Monroe Drive, Mountain View			
Mountain View to Santa Clara Subsection				
VP15	1710 Villa Street, Mountain View	3/24/2010	Borehole	80, 90, 100, 110
VP16	West Evelyn Avenue & Franklin Street, Mountain View	3/6/2010	Surface	0
VP17	843 West California Avenue, Sunnyvale	12/14/2009	Surface	0
VP18	843 West California Avenue, Sunnyvale	3/25/2010	Surface	0
San Jose Division Station Approach Subsection				
VP19	South Drive & Painted Court, Santa Clara	3/25/2010	Borehole	50, 60, 70
VP19	Main Street & Hesperian Street, Santa Clara	3/25/2010	Surface	0
VP20	855 Industrial Street, San Jose	3/12/2010	Surface	0
VP21	Lawrence Street & Willis Avenue, San Jose	1/28/2016	Surface	0

Vibration propagation was measured at multiple depths at borehole sites.

San Francisco to South San Francisco Subsection
 In downtown San Francisco, the existing ambient vibration corresponds to a typical dense urban setting. In South San Francisco, the ambient setting is mostly industrial with pockets of single-family residences west of the alignment from the eastern flank of San Bruno Mountains and some hotel buildings west of the alignment. In San Francisco and South San Francisco, the project would run mostly under or next to the elevated I-205 corridor. The primary source of vibration is the existing Caltrans alignment, which varies between at-grade, above-grade, and short-tunnel sections. Other vibration sources include vehicles on I-205 and local traffic.

California High-Speed Rail Authority
 San Francisco to San Jose Project Section Draft EIR/EIS
 July 2020
 3.4.28 | Page

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

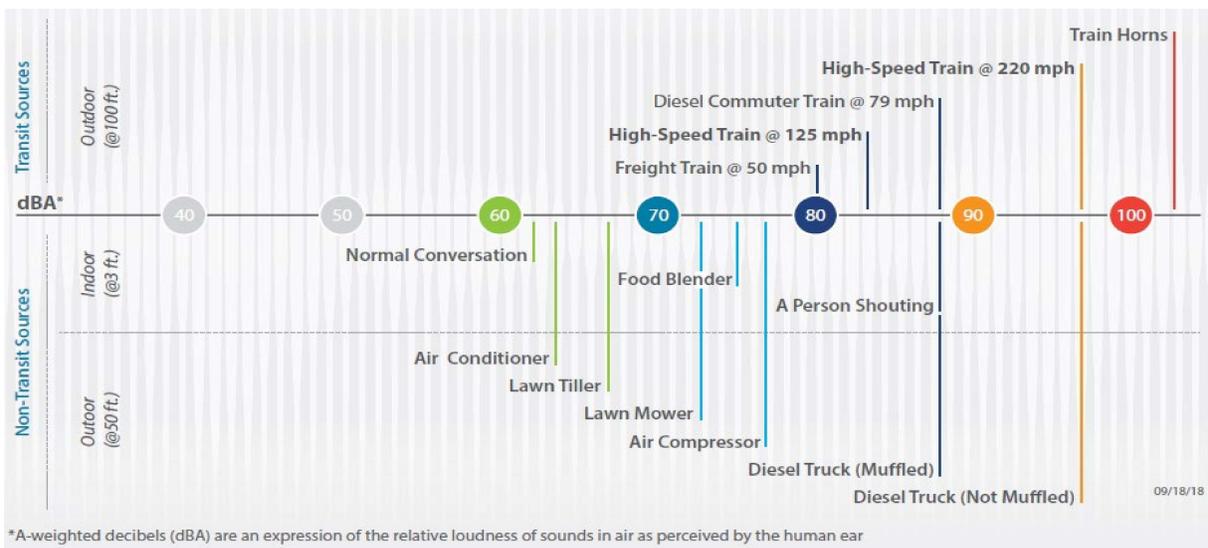
NOISE ANALYSIS & MITIGATION

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019 and executed by the Federal Railroad Administration and the State of California.



SOUND OF HIGH-SPEED TRAIN TRAVEL

Typical Maximum Noise Levels Before Mitigation

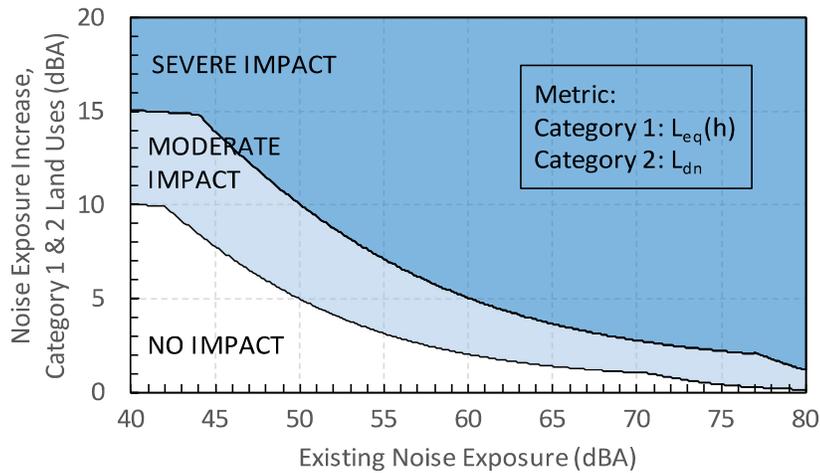


- Train horns at at-grade crossings and stations are the largest (though not only) source of noise between San Francisco and San Jose.

FRA NOISE IMPACT CRITERIA

San Francisco to San Jose

FRA Noise Impact Criteria



Note:
 Category 1 = sensitive land uses requiring quiet (like concert halls)
 Category 2 = residential, hospitals, hotels
 Category 3 = institutional land uses such as schools, theaters, churches, etc.
 Source: Draft EIR/EIS

- NorCal team worked with Rail Operations on train horn placement resulting in HSR train horns being placed at 7 feet above the top of rail compared to 16 feet for existing Caltrain and freight trains. This reduces noise impacts.

SUMMARY OF NOISE IMPACTS

San Francisco to San Jose

2040 Noise Impacts Prior to Mitigation ^{(a),(b)}			
	No Project (w / PCEP)	Alternative A	Alternative B
Peak/Off-Peak Hour Caltrain Revenue Trains per Direction (North of Diridon) ^(c)	6/1-2	6/1-2	
Peak/Off-Peak Hour HSR Revenue Trains per Direction (North of Diridon) ^(c)	0	4/3	
Maximum Speed	Up to 79 mph	Up to 110 mph	
Severe Noise Impacts per FRA Criteria	9	1,758	1,648 / 1,628 ^(d)

(a) Projected freight train volumes are also included in both No Project and Project analysis
 (b) Other projected passenger train volumes (ACE, Capitol Corridor, etc.) included from Santa Clara station southward in analysis.
 (c) South of Diridon there would be up to 7 HSR trains per peak hour per direction
 (d) Values are presented for Alternative B (Viaduct to I-880) first, followed by Alternative B (Viaduct to Scott Boulevard).

- For noise impacts prior to mitigation refer to Section 3.4, Table 3.4-16, and Figures 3.4-9 through 3.4-19

OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

NV-MM#3: Implement HSR Project Noise Mitigation Guidelines

- Noise Barrier Guidelines and Performance Requirements
 - » High and long enough to break line-of-sight between source and receptor
 - » Potential barriers for this section vary from 6 to 12 feet with most less than 9 feet
 - » Impervious material with no gaps or holes between the panels or at bottom
 - » Solid barrier no more than 6 feet in height; above that barrier to be made of transparent materials. Specific materials and height decisions based on consultation with community and jurisdiction.
 - » Min. of 5 dB of reduction, at least 10 receptors, at least 800 feet long
 - » Max. cost of \$95,000 per benefited receptor
 - » Only done through planning with community and if approved by 75% of the affected receptors.
- Building Insulation
 - » Sound insulation of residences and institutional buildings
 - » Used when the use of noise barriers is not feasible, cost-effective and/or not approved by affected receptor
 - » Can reduce indoor noise levels 5 to 10 dBA; Does not address exterior noise.
 - » Methods: extra window glazing, sealing holes in exterior surfaces, and/or forced ventilation and air conditioning (so that windows do not need to be opened).



OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

NV-MM#3: Continued

- Noise Easements
 - » Used when noise barriers/sound insulation do not result in substantial noise reduction and severe impact remains
 - » Case-by-case basis and only in isolated cases.
 - » Consists of agreement between the Authority and the property owner wherein the property owner releases the right to petition the Authority regarding the noise level and subsequent disruptions.

NV-MM#4: Support Implementation of Quiet Zones by Local Jurisdiction

- Currently: 1 quiet zone at Fair Oaks Lane in Atherton
- Can only be implemented at the initiative of local jurisdictions (not HSR, Caltrain, or UPRR)
- Proposed four-quad gates and median channelization included in project will in many cases provide the physical improvements necessary to apply to FRA for quiet zone designation

NV-MM#5: Vehicle Noise Specification

- HSR vehicles required to meet federal regulations (40 CFR 201.12/13) for locomotive noise levels at the time of procurement

NV-MM#6: Special Trackwork

- Impact of HSR wheels over rail gaps at turnouts can increase HSR noise by approximately 6dB over typical operations
- This measure seeks to minimize and/or eliminate gaps at crossovers and turnouts
- Where turnouts cannot be moved from sensitive areas, special trackwork could eliminate the gap.



OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

Noise Barrier Aesthetics

- Approximately half of potential noise barriers are in areas with existing screening (e.g. trees, building walls, etc.).
- Per Aesthetic Options for Non-Station Structures (Authority 2017), noise barriers could be solid or transparent, and made of various colors, materials, and surface treatments.
- Design of individual barriers to be selected with input from the local jurisdiction

Mitigation Measure AVQ-MM#6: Treatments

- Elevated guideways may incorporate transparent materials where sensitive views would be adversely affected by opaque noise barriers
- Nonreflective materials and neutral colors
- Surface design enhancements and vegetation appropriate to the visual context of the area.
 - » Vegetation consistent with the provisions of AVQ-MM#5.
 - » Architectural elements (e.g., stamped pattern, surface articulation, decorative texture treatment)
 - » Surface coatings used on wood and concrete barriers to facilitate cleaning and the removal of graffiti



Simulation of Solid Noise Barrier, Monterey Road



Examples of other noise barriers
(may not be representative of designs employed for this project)

OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

Potential Noise Barriers Without Quiet Zones (that meet HSR Performance Requirements)

Subsection	Alternative A (miles)			Alternative B (miles)		
	Length NB	Length SB	Total	Length NB	Length SB	Total
San Francisco to South San Francisco	0.0	0.6	0.6	0.0	0.6	0.6
San Bruno to San Mateo	2.0	2.9	4.9	2.0	2.9	4.8
San Mateo to Palo Alto	5.8	3.8	9.6	5.8	3.8	9.6
Mountain View to Santa Clara	0.9	4.1	5.0	0.9	4.1	5.0
San Jose Diridon Station Approach	0.3	0.8	1.1	0.3	1.0	1.3
Total	9.0	12.1	21.1	8.9	12.3	21.2

- For locations of potential noise barriers refer to Section 3.4, Table 3.4-21, and Figures 3.4-32 through 3.4-43

OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

Potential Noise Barriers With Quiet Zones (that meet HSR Performance Requirements)

Subsection	Alternative A (miles)			Alternative B (miles)		
	Length NB	Length SB	Total	Length NB	Length SB	Total
San Francisco to South San Francisco	0.0	0.3	0.3	0.0	0.3	0.3
San Bruno to San Mateo	1.0	1.2	2.1	1.0	1.2	2.1
San Mateo to Palo Alto	1.4	2.3	3.7	0.7	2.3	2.9
Mountain View to Santa Clara	0.3	0.0	0.3	0.3	0.0	0.3
San Jose Diridon Station Approach	0.0	0.2	0.2	0.0	1.0	1.0
Total	2.6	3.9	6.6	1.9	4.7	6.6

- For locations of potential noise barriers with quiet zones refer to Section 3.4, Table 3.4-22 and Figures 3.4-44 to 3.4-55



SUMMARY OF NOISE IMPACTS

San Francisco to San Jose

2040 Noise Impacts Prior to Mitigation ^{(a)(b)}			
	No Project (w / PCEP)	Alternative A	Alternative B
Peak/Off-Peak Hour Caltrain Revenue Trains per direction (North of Diridon)	6/1-2		6/1-2
Peak/Off-Peak Hour HSR Revenue Trains per Direction (North of Diridon) ^(c)	0		4/3
Maximum Speed	Up to 79 mph		Up to 110 mph
Severe Noise Impacts per FRA Criteria	9	1,758	1,648 / 1,628 ^(d)
<small>(a) Projected freight train volumes are also included in both No Project and Project analysis (b) Other projected passenger train volumes (ACE, Capitol Corridor, etc.) included from Santa Clara station southward in noise analysis. (c) South of Diridon there would be up to 7 HSR trains per peak hour per direction (d) Values are presented for Alternative B (Viaduct to I-880) first, followed by Alternative B (Viaduct to Scott Boulevard).</small>			

2040 Noise Impacts After Mitigation	Alternative A	Alternative B ^(a)
With Noise Barriers only	482	455 / 452
With Quiet Zones and Noise Barriers	254	237 / 234
<small>(a) Values are presented for Alternative B (Viaduct to I-880) first, followed by Alternative B (Viaduct to Scott Boulevard).</small>		

- For noise impacts after noise barriers or noise barriers and quiet zones refer to Section 3.4, Tables 3.4-23, 3.4-24, and 3.4-17 and Figures 3.4-32 through 3.4-55



FUTURE STEPS

San Francisco to San Jose

- Draft EIR/EIS discloses noise impacts and analyzes the effectiveness of potential mitigations.
- Feedback will be addressed and responded to in Final EIR/EIS
- Specific decisions on the placement and design of noise barriers will be part of final design process (after environmental clearance)
- Community approval and input into aesthetics are critical components of those decisions
- Levels of residual noise will depend on what mitigation is ultimately advanced



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Headquarters

California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
www.hsr.ca.gov



Northern California Regional Office

California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 300
San Jose, CA 95113

APPENDIX



SUMMARY OF NOISE IMPACTS BEFORE MITIGATION

San Francisco to San Jose

2040 Noise Impacts w/ and w/out HSR before mitigation (a)(b)			
	No Project (w / PCEP)	Alternative A	Alternative B
Peak/Off-Peak Caltrain Revenue Trains per direction (North of Diridon) ^(c)	6/1-2	6/1-2	
Peak/Off-Peak HSR Revenue Trains per direction (North of Diridon) ^(c)	0	4/3	
Maximum Speed	Up to 79 mph	Up to 110 mph	
Subsection	Severe Impacts		
San Francisco to South San Francisco	0	173	168
San Bruno to San Mateo	7	497	497
San Mateo to Palo Alto	0	771	770
Mountain View to Santa Clara	2	193	193
San Jose Diridon Station Approach	0	124	20/0 (d)
Total	9	1,758	1,648 / 1,628 (d)

(a) Projected freight train volumes are also included in both No Project and Project analysis

(b) Other projected passenger train volumes (ACE, Capitol Corridor, etc.) included from Santa Clara station south in analysis

(c) S. of Diridon there would be up to 7 peak hour HSR trains per direction.

(d) For Alternative B, where two values are shown, the first is for the Viaduct to I-880 variant and the second is for the Viaduct to Scott Blvd. Variant

OPERATIONAL NOISE MITIGATION

San Francisco to San Jose

Potential Noise Barrier Lengths (that meet HSR Performance Requirements)

San Francisco to San Jose	Alternative A (miles)			Alternative B (miles)		
	Length NB	Length SB	Total	Length NB	Length SB	Total
Noise Barriers without Quiet Zones	9.0	12.1	21.1	8.9	12.3	21.2
Noise Barriers with Quiet Zones	2.6	3.9	6.6	1.9	4.7	6.6



Memorandum

Date: August 27, 2020
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Director of Policy Development
Re: Caltrain Business Plan

PROJECT UPDATE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery efforts. The accompanying presentation and draft “Equity, Connectivity, Recovery and Growth Framework” are part of a series of recovery planning updates and requests for action that will be brought to the Board over the coming months. This item was brought to the full JPB in both July and August but was not discussed due to time constraints. The item was discussed extensively at the Work Program Legislative Planning Committee (WPLP) in July. The presentation is available here; <https://www.caltrain.com/Assets/Draft+equity+connectivity+recovery+and+growth+framework+-+presentation.pdf>

The Draft Framework is a policy statement that has been developed within the context of the COVID-19 Pandemic, leveraging work conducted through the Caltrain Business Plan. The Framework is similar to the Long Range Service Vision (adopted by the JPB in 2019) in that it is intended to constitute a significant interim policy decision by the Board within the larger Caltrain Business Plan process. The framework has been developed to provide high level policy guidance related to equity, connectivity, recovery and growth.

Meetings and Outreach

Throughout the month of July and August, staff has engaged in extensive outreach on the Draft “Equity, Connectivity, Recovery and Growth Framework,” extending the original comment period by nearly a month. Throughout development of the framework, staff has made significant efforts to solicit input through a variety of channels including;

- The Business Plan Project Partner Committee
- The Business Plan Stakeholder Advisory Group
- Citizen Advisory Committee

- Bicycle Advisory Committee
- Caltrain Accessibility and Access Committee
- Visual message board signage at stations
- The City / County Staff Group
- The Local Policy Maker Group
- Partner agency and elected (federal, state, local) official promotion
- Broad, direct outreach to 500+ Community Based Organizations (CBOs) in all three counties
- Individualized follow up with CBOs and individuals previously interviewed during the equity assessment
- Business Community, Associations, and GoPass Companies
- Paid advertisement in locals papers, including Spanish and Chinese media
- Traditional and social media
- Multiple virtual events on a variety of platforms including Zoom, YouTube Live and Instagram Live

Key Themes of Comments Received

The following are some of the recurring themes that Caltrain staff has heard through outreach and comments received to date.

- Positive Feedback - Overall response to framework has generally been very positive – with bulk of comments relating to ways in which policy could be expanded or implemented.
- Detailed Comments - Many comments fall within the draft framework, emphasizing specific recommendations or issues – particularly related to fares.
- Acknowledge Efforts Underway - Describe existing efforts associated with Title VI, ADA compliance and other current programs. Describe equity improvements that will result from PCEP.
- Passengers with Disabilities - Be explicit as to how the framework will provide improvements for individuals with disabilities.
- Land Use and Displacement - Include language related to affordable housing, local land use policies and concerns about the potential for rail investment to spur displacement.
- Corridor Impacts - Add language addressing the past, current and future physical and environmental impacts of the corridor and capital projects on adjacent communities.
- Organizational Implications and Actions - Include steps that the organization can take related to hiring practices and internal policies and training.
- Measurement, Accountability & Implementation - Define “equity” clearly and strengthen accountability language included in the framework. Clarify which policies and actions will be undertaken in the near term.

Agency Partner's Sharing Policy Call for Feedback

In an effort to expand reach as many people as possible to provide feedback on the Equity, Connectivity, Recovery & Growth Policy, Caltrain's partners were asked to help promote through their various channels. Below is an assortment of posts and emails that were sent asking for feedback:

Facebook:

 **Ron Collins - Mayor, City of San Carlos**
August 10 at 11:04 AM · 🌐

Caltrain is developing a policy to advance equity within the system and neighboring communities. The policy will also improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the pandemic. Caltrain is asking for your input in to help shape its future and your community's experience with the system. Your feedback will help create the strongest policy possible!

Read the policy and learn more at, www.Caltrain.com/Equity

 **The City of South San Francisco – Government** ✓
August 11 at 12:32 PM · 🌐

Help shape the future of Caltrain for you and your community. Provide feedback by Aug 21: caltain.com/equity



 **Bayview MAGIC**
29 mins · 🌐

Help shape the future of Caltrain for you and your community. Provide feedback by Aug 21: www.caltrain.com/equity



Twitter:

 **SV Bike Coalition**
@bikesv

Your input is needed! Provide feedback on Caltrain's draft Equity and Growth Policy. Your feedback will shape Caltrain's future. caltrain.com/equity

 **Shelly Masur**
@skmasur

Your input is needed! Provide feedback on Caltrain's draft Equity and Growth Policy. Your feedback will shape Caltrain's future. Caltrain.com/equity

6:10 PM · Aug 17, 2020 from California, USA · Twitter for iPhone

 **Nancy Hirstein Smith** @nchsmith · 3h

Your input is needed! Provide feedback on Caltrain's draft Equity and Growth Policy. Your feedback will shape Caltrain's future. Caltrain.com/equity

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Newsletters:



OFFICE OF COUNCILMEMBER
RAUL PERALES
SAN JOSE DISTRICT 3

Monthly News & Updates
August 2020

Feedback Opportunity for Caltrain Equity Policy

Vietnamese: Caltrain đang lập ra chính sách nâng cao bình đẳng trong hệ thống và các cộng đồng lân cận. Chính sách này sẽ giải quyết nhiều bất bình đẳng trong hệ thống bằng cách thực hiện từng bước để hệ thống Caltrain có ích và dễ dùng cho tất cả mọi người. Chính sách cũng cố gắng cải tiến thêm để kết nối Caltrain với hệ thống chuyển chở trong vùng và chọn các ưu tiên dịch vụ trong và sau dịch bệnh COVID-19. Caltrain đã được phân thời quỹ bảo và để có thêm nhiều người tham gia, đã gia hạn thời gian nhận ý kiến đến ngày 21 tháng Tám.

Chính sách này là điểm khởi đầu quan trọng. Caltrain sẽ cân nhắc nhiều việc hơn khi chuyển chở thay đổi nhanh chóng. Caltrain yêu cầu quý vị cho biết ý kiến để soạn thảo **chính sách** tạo lập tương lai của Caltrain và kinh nghiệm của cộng đồng quý vị với Caltrain. Chúng tôi cảm kích quý vị đã cho ý kiến, giúp chúng tôi lập ra chính sách mạnh mẽ nhất.



AUGUST 2020

OFFICE OF COUNCILMEMBER
SERGIO JIMENEZ
SAN JOSE DISTRICT 2

Give your feedback on Caltrain's equity policy



Caltrain is developing a policy to advance equity within the system and neighboring communities. This policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic. Caltrain has received meaningful feedback and in order to provide further opportunities for engagement, has extended the comment deadline to August 21st.

This policy is a crucial starting point. There is more work that Caltrain will need to do as it navigates a rapidly changing transportation landscape.

Caltrain is asking for your input in crafting **the policy** (**Espanol | 漢語**) to help shape Caltrain's future and your community's experience with Caltrain. Your feedback is appreciated and will help create the strongest policy possible.

Background

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a "2040 Service Vision" for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.



Memorandum

Date: August 27, 2020

To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director

Re: Caltrain Electrification Project E-Update

CONSTRUCTION UPDATE:

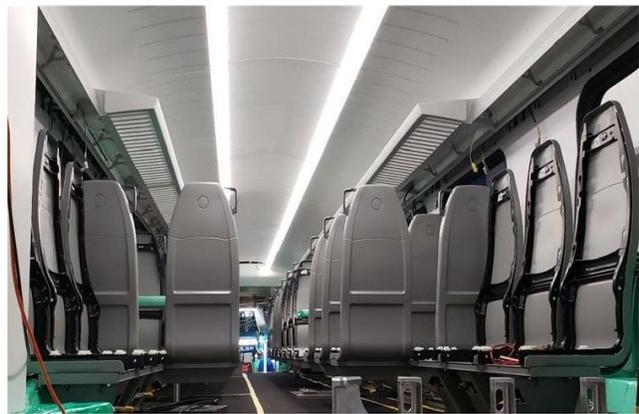
Construction to make Caltrain a modern, electric commuter rail system continues! This month, crews began foundation installation in Brisbane and continued the installation of poles and wires from Menlo Park to San Jose. The wires will provide overhead power to the new electric trains. Work was also performed on eight of the ten traction power facilities along the corridor.



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

ELECTRIC TRAIN UPDATE – THE LIFE OF AN ELECTRIC TRAIN CAR

Get a behind the scenes look at how an electric train car transforms from a shell into a high-performance trainset at the Salt Lake City manufacturing facility. See the car take shape with wiring, walls, seats, and displays installed before the train goes through testing and on to the Salt Lake City test track.



To see more photos of the electric trains underway, visit [CalMod.org/Gallery](https://www.calmod.org/Gallery).

PUBLIC MEETINGS:

JPB Board Meeting – September 3 at 9:00 a.m – Please note, this will be remote only

For more details, and a full list of upcoming meetings, please visit [CalMod.org/Events](https://www.calmod.org/Events).

DETAILED PROGRESS REPORT:

- [June Monthly Progress Report](#) presented to Caltrain Board on August 6, 2020