



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, July 23, 2020

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Staff Report
3. Caltrain Business Plan
4. Caltrain Electrification Project
5. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
6. Public Comments on Items not on the Agenda
7. LPMG Member Comments/Requests
 - a. HSR Related Letters From Cities
 - b. Constant Warning Time Presentation
8. Next Meeting
 - a. Thursday August 27, 2020 at 5:30pm
9. Adjourn

All items on this agenda are subject to action

Caltrain Local Policy Maker Group Members

Updated July 21, 2020

City / County	Representative	Alternate
Atherton	Councilmember Cary Wiest	Mayor Rick DeGolia
Belmont	Councilmember Tom McCune	Councilmember Davina Hurt
Brisbane	Mayor Terry O'Connell	Councilmember Cliff Lentz
Burlingame	Mayor Emily Beach	Vice Mayor Ann Keighran
Gilroy	Mayor Pro Tempore Cat Tucker	Councilmember Peter Leroe-Muñoz
Menlo Park	Councilmember Betsy Nash	Councilmember Ray Mueller
Millbrae	Mayor Reuben Holober	Councilmember Gina Papan
Mountain View	Councilmember John McAlister	Mayor Margaret Abe-Koga
Morgan Hill	Mayor Rich Constantine	Councilmember Larry Carr
Palo Alto	Mayor Adrian Fine	Councilmember Lydia Kou
Redwood City	Vice Mayor Shelly Masur	Councilmember Janet Borgens
San Bruno	Mayor Rico Medina	Vice Mayor Michael Salazar
San Carlos	Mayor Ron Collins	Councilmember Mark Olbert
San Francisco	TBD	
San Jose	Councilmember Sergio Jimenez	Councilmember Devora "Dev" Davis
San Mateo	Councilmember Amourence Lee	Councilmember Diane Papan
Santa Clara	Councilmember Kathy Watanabe	Councilmember Patricia Mahan
South San Francisco	Councilmember Karyl Matsumoto	Mayor Rich Garbarino
Sunnyvale	Vice Mayor Nancy Smith	Councilmember Gustav Larsson
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
CHAIR (JPB Member) Jeannie Bruins		
VICE CHAIR (LPMG Member) Emily Beach		

CALTRAIN FRAMEWORK FOR EQUITY, CONNECTIVITY, RECOVERY & GROWTH

DRAFT FOR DISCUSSION AND COMMENT

Please send feedback to equity@caltrain.com or call 650-508-6499

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.

Guiding Principles

- 1) Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:
 - A.) Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.
 - B.) Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve



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its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

C.) Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery and growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.

Equity

2) In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.

A.) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

- 1) Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;
- 2) Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations; and
- 3) Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.
- 4) Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways

B.) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:

- 1) Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.
- 2) Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.



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- 3) Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.
 - 4) Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.
- C.) Sustain and deepen Caltrain’s commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:
- 1) Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups
 - 2) Consideration and improvement of Caltrain’s outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and
 - 3) Development and implementation of standards, measurements and a reporting schedule to track Caltrain’s progress toward becoming a more inclusive and equitable system.
- 3) In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system
- A.) Plan for a standardized “clock face” schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain’s service.
 - B.) Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.
 - C.) Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.



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- D.) Consider the ease of transfers as a key factor in the further development of the railroad's fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.
- 4) Finally, in accordance with principle 1C, the Framework guides Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade.
- A.) Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad.
- B.) Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints.
- C.) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:
- 1) The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain's electrified fleet and storage facilities;
 - 2) Any necessary improvements to Caltrain's tracks and systems;
 - 3) The provision of level boarding at all Caltrain stations; and
 - 4) The enhancement of Caltrain's stations and access facilities to accommodate expanded ridership and provide an improved customer experience.
- D.) Simultaneously continue Caltrain's leadership in the planning and advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:
- 1) The Downtown Extension to the Salesforce Transit Center
 - 2) The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3) The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station



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- 4) Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
- 5) The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.



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COVID-19 Recovery Planning

July 21, 2020



COVID 19 Recovery Planning Topics



COVID-19 General Update



**DRAFT Equity, Connectivity,
Recovery, & Growth Framework**

COVID-19 General Update

Multiple Phases of Crisis & Response

Initial Triage

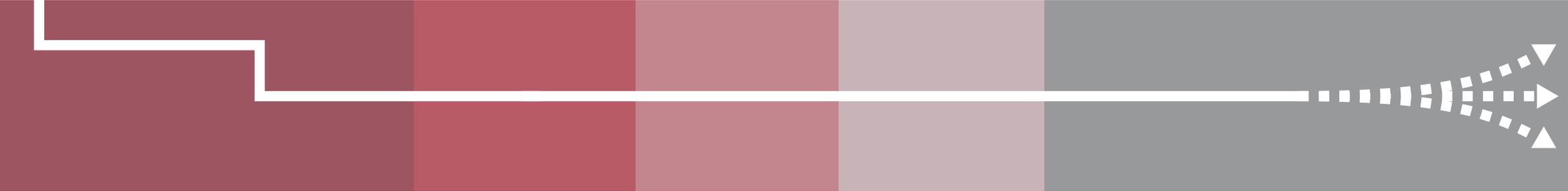
March 2020 – May 2020

Surviving the Pandemic

May 2020 – 2021 (?)

Preparing for the Next Reality

2021 and Beyond



Initial crisis and immediate triage response by Caltrain

Extended period where Pandemic is ongoing and Caltrain ridership and operations remain deeply impacted and in a state of dynamic flux. Railroad's financial position is precarious

Long-term resolution of pandemic through vaccine or other permanent public health approaches. Caltrain adjusts to new Business Environment

Financial Consequences of COVID-19

Status Today

- Caltrain Received \$49 Million in Tranche 1 of CARES Act funding- this is enough to sustain current operations into September
- Service restoration and re-opening have helped ridership increase to over 5% of pre-COVID levels
- Non-GoPass revenue is still down significantly from pre-COVID levels

Blue Ribbon Task Force Update

- Different distribution criteria has resulted in a projected \$15 million in “Tranche 2” CARES Act funding to Caltrain
- Lower distribution poses substantial challenges to Caltrain
- To persist through the end of calendar year 2020 with this level of CARES funding and no new sources, Caltrain would need to achieve restoration of ridership to 30% of Pre-COVID levels and would also need to retain existing GoPass revenue
- This level of ridership restoration and revenue retention is extremely optimistic given slowed reopening and increasing COVID caseloads

Analysis and Choices

Financial Analysis

- Once CARES Act funds are exhausted, deeper cuts and lay-offs are a possibility
- Caltrain is analyzing a wide variety of service levels and options to understand impacts to cost structure
- Options analyzed include;
 - Higher levels of service (various types and combinations of service levels ranging from 70 to 92 trains per weekday)
 - Absolute minimum service levels (40 trains per weekday, elimination of weekend service)
 - Full shutdown of Caltrain revenue service
- High fixed cost of operation means that it may not be possible to “cut” to a solution

Choices

- Averting severe service impacts and layoffs will require hard choices and creative solutions.
- Potential approaches include:
 - Continued advocacy for federal funds
 - Expansion of member agency contributions
 - Monetization of assets
 - Seeking out new public and private sector partners
- Substantial dedicated funds like those provided by SB797 are critical to longer term financial viability

Recovery Planning:

Draft Equity, Connectivity Recovery, & Growth Framework

Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.



Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis



Scenario Planning

DRAFT

Framework for Equity, Connectivity, Recovery, and Growth

Purpose

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

Framework

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.

Building on the Business Plan

The 2020 confluence of the COVID-19 Pandemic and urgent, widespread calls for racial justice have provided an impetus for reflection and action on the part of the railroad



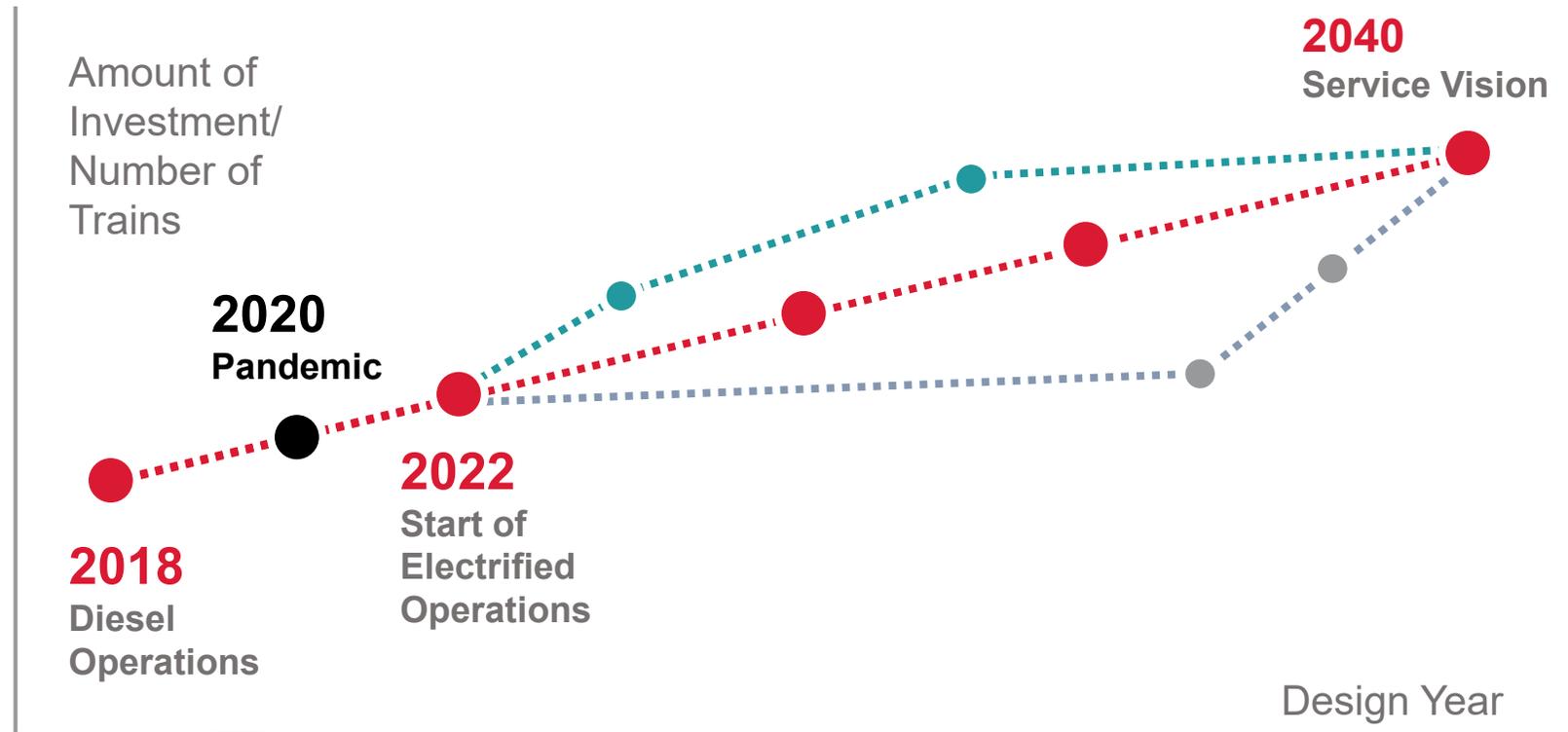
Source: SFGate

Building on the Business Plan

Caltrain had assumed a future where the railroad and its operations would remain relatively stable until the rollout of initial electrified service – this is no longer the case

Caltrain's Long Range Service Vision is an aspirational endpoint- not a single project. There are many paths Caltrain can take to implement and grow toward its Long Range Vision

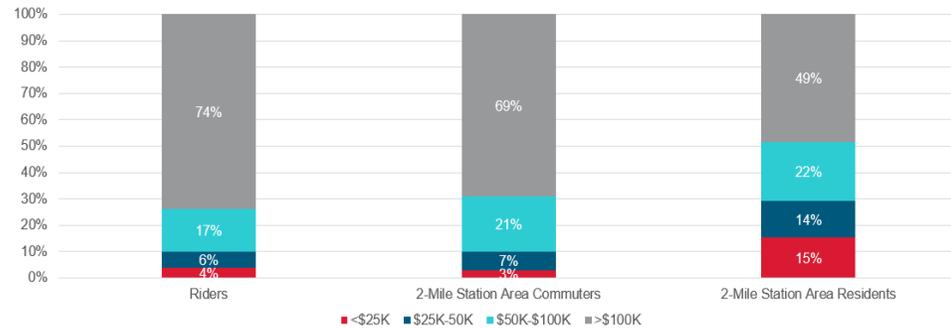
The Pandemic has accelerated the pace of change for Caltrain and complicated our future. The way in which we recover will set the foundation for our long term growth



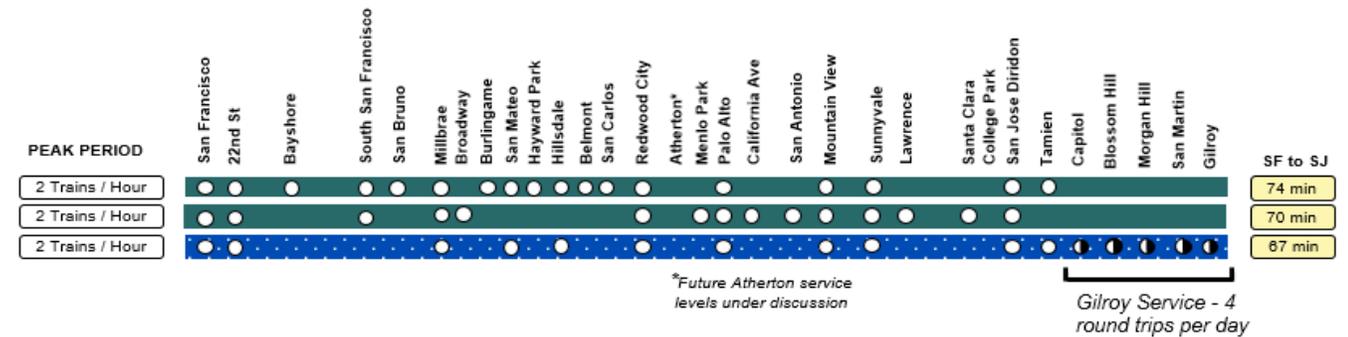
Building on the Business Plan

Work undertaken as part of the Business Plan related to near-term service planning, connectivity and equity is useful and applicable in helping Caltrain develop an effective response to these crises and has formed the basis for the Draft Equity, Connectivity, Recovery & Growth Framework

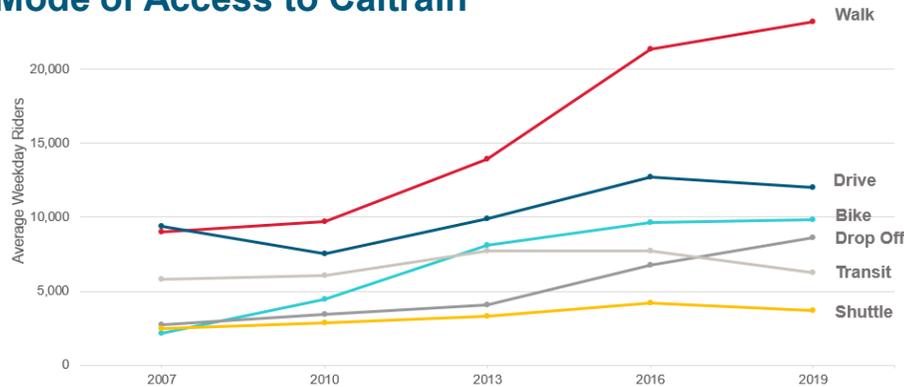
Riders and Residents by Income



Two Zone with Express

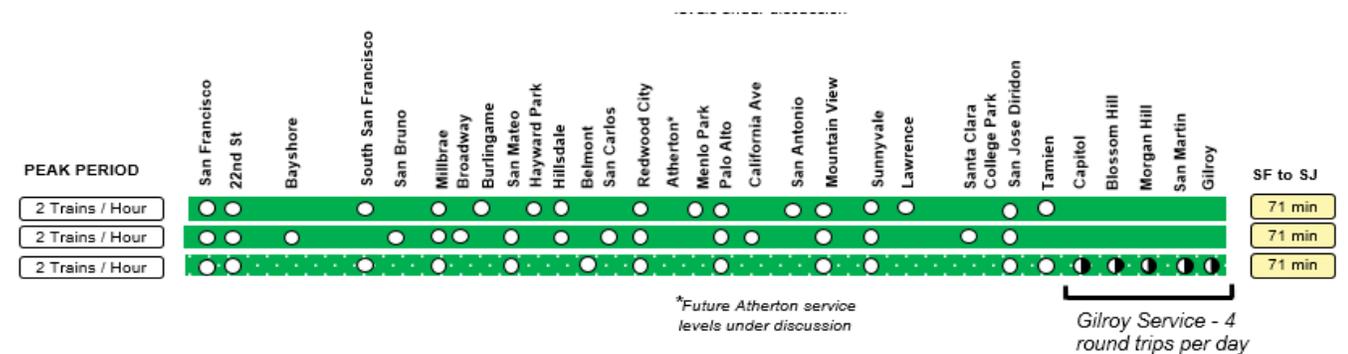


Mode of Access to Caltrain



Distributed Skip Stop

See www.caltrain2040.org for background and details



Building on the Business Plan

As part of the Business Plan Equity Assessment, Caltrain reviewed existing transportation plans along the corridor, interviewed community representatives from all three counties, and compared existing Caltrain ridership demographics to broader travel patterns in the corridor.



Community Stakeholder Interviews:

- TransForm (all counties)
- Youth Leadership Institute (all counties)
- Florence Fang Asian Community Garden (SF)
- Potrero Boosters Neighborhood Association (SF)
- Get Healthy San Mateo County (SMC)
- Midcoast Community Council (SMC)
- Paratransit Coordinating Council (SMC)
- Language Pacifica (SMC)
- AbilityPath (SMC)
- North Fair Oaks Council (SMC)
- ALLIES - Alliance for Language Learners' Integration, Education, and Success (SCC)
- Abode Services (SCC)

Part I: Guiding Principles

Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:



Guiding Principles

A

Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.

B

Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

C

Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery and growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.

Part II: Equity

In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.



Equity in Service

A) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

1

Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;

2

Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations;

3

Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.

4

Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways

Equity in Fares

B) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:

1

Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.

2

Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.

3

Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.

4

Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.

Equity in Planning & Communication

C) Sustain and deepen Caltrain's commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:

1

Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups

2

Consideration and improvement of Caltrain's outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and

3

Development and implementation of standards, measurements and a reporting schedule to track Caltrain's progress toward becoming a more inclusive and equitable system.

Part III: Connectivity

In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system.



Connectivity

A

Plan for a standardized “clock face” schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain’s service.

B

Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.

C

Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.

D

Consider the ease of transfers as a key factor in the further development of the railroad’s fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.

Part IV: Growth & Recovery

In accordance with principle 1C, the Framework directs Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade



Growth & Recovery

A

Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad

B

Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints

Growth & Recovery

C) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:

1

The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain’s electrified fleet and storage facilities

2

Any necessary improvements to Caltrain’s tracks and systems

3

The provision of level boarding at all Caltrain stations

4

The enhancement of Caltrain’s stations and access facilities to accommodate expanded ridership and provide an improved customer experience.

Growth & Recovery

D) Simultaneously continue Caltrain's leadership in the advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:

1

The Downtown Extension to the Salesforce Transit Center

2

The reconstruction of Diridon Station and surrounding rail infrastructure

3

The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station

4

Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco

5

The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

July 2018 – June 2020

Outreach Activities to Date

Caltrain will leverage the venues and channels used for the Business Plan to gather Stakeholder input and feedback on recovery planning efforts

Stakeholders Engaged

47

Jurisdictions & public agencies

93

Organizations in the Stakeholder Advisory Group

16

Community organization leaders

199

Stakeholder meetings

Public Outreach

88

Public meetings and presentations

1,600+

Virtual Townhall views

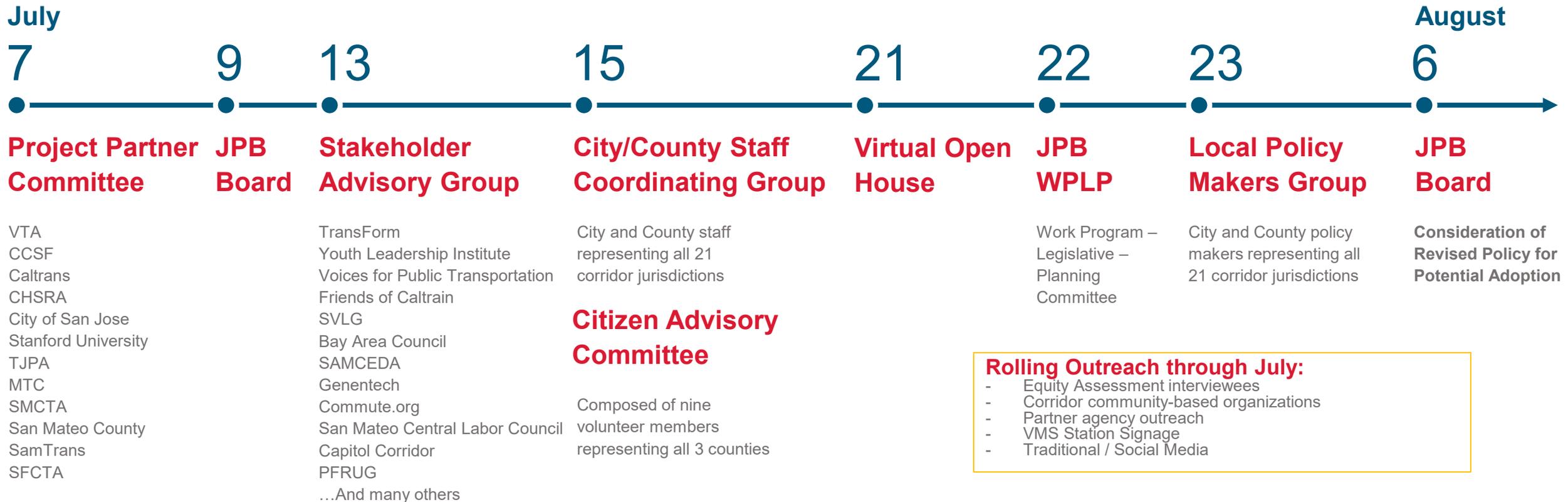
47,000+

Website views

2,200+

Survey results

July Stakeholder Outreach



**What do you think about the
Equity, Connectivity, Recovery, and Growth Policy?**
[Link to Document](#)

Share feedback at
equity@caltrain.com
or 650-508-6499

Deadline: Tuesday, July 28

FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499





Memorandum

Date: July 23, 2020

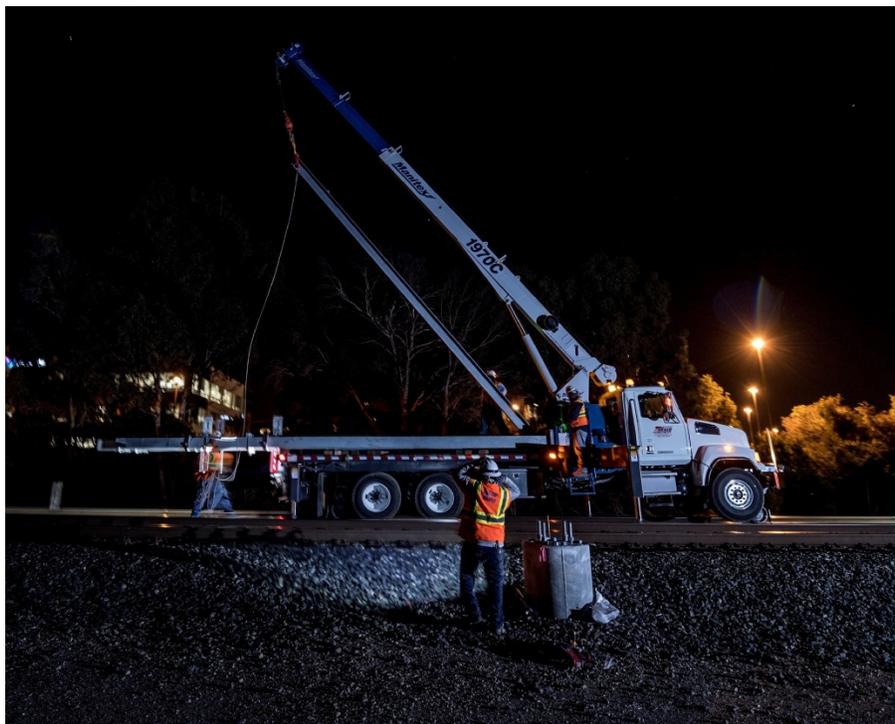
To: CalMod Local Policy Maker Group (LPMG)

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 installed foundations, poles, and wire from South San Francisco to San Jose. Work was also performed on eight traction power facilities in San Francisco, South San Francisco, San Mateo, Redwood City, Palo Alto, Sunnyvale, and San Jose.



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

ELECTRIC TRAIN TRAVELS – SALT LAKE, PUEBLO, NEW YORK AND HOME

After a three-year design phase, the first complete electric trainset (EMU) has been assembled at the Stadler plant in Salt Lake City, Utah. This trainset is expected to arrive at our railyards in 2021, but before then, it has a lot of testing to complete. Currently, the train will be running in Salt Lake City, Utah, on a one kilometer track at 20 miles per hour to make sure the amenities are working as they should, checking for ride quality, noise, and vibration, as well as making sure the air conditioning, lighting and Wi-Fi are up to speed.

From there, the trainset will head to a larger track in Pueblo, Colorado, where it will be tested at and above the top speeds allowed on our corridor. These tests will simulate the conditions the trainset will be operating under. This is the official testing used by the Federal Railroad Administration to certify the train for passenger service. After that, it'll make the trip to Elmira, New York, where it will be put in a climate room to ensure it can operate properly under a range of environmental conditions.

The EMUs will offer a quieter ride than our current fleet, as electric motors run much more quietly than a diesel locomotive. The electric trainset provides a smoother riding experience, due to improved shock absorbers and a modern-day air suspension system. The testing shows the automated announcements are coming through clear and concise, which will allow our conductors to focus more on passengers and prevent riders from missing their stops. Riders that don't want to take their earbuds out under any circumstance will appreciate the up to six visual displays per car that will show the next stop on the line that are currently working without a hitch.



One day soon, we'll get the privilege to ride on this brand new electric fleet. Until then, we can sit here looking at photos and dreaming of the new electric future that lies in wait right around the corner.

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

DRAFT EQUITY FRAMEWORK POLICY – FEEDBACK DUE JULY 28

Since the adoption of the [Caltrain Long Range Service Vision](#) in the fall of 2019, the Caltrain Business Plan has been focused on analysis related to the near- and medium-term future of the railroad. With the advent of the COVID-19 Pandemic, the Business Plan is pausing a number of activities and re-orienting our focus for the next several months to recovery planning. One time-sensitive piece of work is an [Equity, Connectivity, Recovery and Growth Policy Framework](#).



Staff and Volunteers from the Florence Fang Asian Community Garden interviewed.

We would love your feedback on the five-page Framework by **July 28th** to allow time for revisions. Email feedback to equity@caltrain.com. To find the policy and additional background information, please visit, www.Caltrain2040.org/Equity.

PUBLIC MEETINGS:

JPB Board Meeting – August 6 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.

DETAILED PROGRESS REPORT:

- [May Monthly Progress Report](#) presented to Caltrain Board on July 9, 2020



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: July 23, 2020
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Agreement Reached on 2020 Business Plan Process

While the California High-Speed Rail Authority's (Authority) 2020 Business Plan was anticipated for submittal to the Legislature by July 1, an agreement was reached in the last week of June between the Administration, the California State Legislature, and the Authority to postpone the adoption of the 2020 Business Plan to more fully understand and evaluate program risks related to the COVID-19 pandemic. The 2020 Business Plan will now be issued to the Legislature by December 15, 2020, as required by SB 122. Updates, which will be vetted through the Peer Review Group, will include an Enhanced Risk Analysis and a review of ridership projections.

During the Business Plan comment period, the Authority received comments from several jurisdictions along the Caltrain corridor. As requested during the June LPMG meeting, these letters are attached to this memo.

- City and County of San Francisco
- City of South San Francisco
- City of Millbrae
- City of San Jose
- Town of Atherton

NORTHERN CALIFORNIA UPDATE

San Francisco to San Jose Draft Environmental Impact Report/Environmental Impact Statements (EIR/EIS) Release

On July 10, 2020, the Authority released the [San Francisco to San Jose Project Section Draft EIR/EIS](#), which covers the 49-mile segment between the Salesforce Transit Center in San Francisco to San Jose Diridon Station. The Draft EIR/EIS is available for a minimum 45-day public comment period through August 24. Outreach during the comment period will be conducted through online/teleconference platforms to assist stakeholders and members of the public with their review of the Draft EIR/EIS.

To facilitate outreach efforts for the Draft EIR/EIS, the Authority has updated its Northern California online open house website, [MeetHSRNorCal.org](#), to provide enhanced online resources to help the public access and understand the San Francisco to San Jose Draft EIR/EIS. An interactive online webmap, [MapHSRNorCal.org/sanfrancisco-sanjose](#), is also available to enable interested parties to review the preliminary project limits and lookup addresses in relation to the rail right-of-way and project elements. While the San Jose to Merced Draft EIR/EIS comment period ended on June 23, an archive of the San Jose to Merced Project Section open house website is available [at this link](#) along with an archive of the [associated webmap](#).

Comments on the San Francisco to San Jose 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
- Verbal comment at the public hearing on August 19, 2020 3:00 – 8:00 p.m.
 - *Please note that the public hearing may be transitioned to an online/teleconference format in alignment with public health and safety directives. The Authority team will provide additional information and notification of any changes as the date approaches.*

San Francisco to San Jose Open Houses and Staff Office Hours

- July 20, 4:00 – 7:00 p.m.: Open House Q&A Webinar #1. [Click here to join webinar.](#)
- July 22, 11:00 a.m. – 2:00 p.m.: Virtual Office Hours. [Make an appointment here.](#)
- July 29, 11:00 a.m. – 2:00 p.m.: Virtual Office Hours. [Make an appointment here.](#)
- July 30, 4:00 – 7:00 p.m.: Open House Q&A Webinar #2. [Click here to join webinar.](#)
- August 5, 4:00 – 7 p.m.: Open House Q&A Webinar #3. [Click here to join webinar.](#)
- August 12, 11:00 a.m. – 2:00 p.m.: Virtual Office Hours. [Make an appointment here.](#)

RECENT AND UPCOMING OUTREACH ACTIVITIES

Outreach related to the Draft EIR/EIS is described above. Other recent and upcoming engagement includes:

- July 9: Redwood City/San Mateo County Chamber of Commerce Transportation & Housing Committee Presentation
- July 16: Young Professionals in Infrastructure: Future of Rail Panel
- July 28: Bay Area Council Transportation Committee update on California High-Speed Rail
- August 18: Brisbane Baylands Community Advisory Group Presentation

Attachments

2020 Business Plan Comment Letters from:

- City and County of San Francisco
- City of South San Francisco
- City of Millbrae
- City of San Jose
- Town of Atherton

May 29, 2020

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly,

We write to voice the City and County of San Francisco's strong support for the Draft 2020 Business Plan's strategy to extend the Central Valley Segment to the Silicon Valley terminating at San Francisco's Salesforce Transit Center. The Draft 2020 Business Plan affirms this recommendation from the 2018 Business Plan, acknowledging that this segment is the CAHSR's highest ridership and revenue option for its Valley-to-Valley service.

The goal of bringing high-speed train service to downtown San Francisco is of critical importance to our city and region, to serve our growing population and economy and linking to the Central Valley's growing economy and commuter base sustainably. The Draft 2020 Business Plan demonstrates the state's commitment to delivering this transformative system, building on its current investment in Peninsula corridor electrification with proposed initiation of electric, high-speed rail in the Central Valley. We agree this is the quickest and most efficient way to realize the mobility, environmental and economic benefits that this project will bring to our mega-region and California.

In the Bay Area, the US 101 and Interstate 280 corridor between San Francisco and San Jose was identified as one of the state's top priorities in 2017's Senate Bill 1. With the electrification of the existing corridor and future increases in rail transit capacity, including high-speed rail, the Bay Area will meet future travel demand and reduce greenhouse gases, consistent with the Governor's Executive Order N-19-19. Doing so will save the city, region, and state billions of dollars that would have to be spent on widening our freeways and building additional runways and gates at our airports to address future travel needs.

Given these benefits, we do not support deviations from the current strategy, including any redirection of the efforts and resources needed to see it to fruition. In fact, the San Francisco County Transportation Authority voted to unanimously oppose AB 1848 (Lackey) which would divert \$4 billion in High-Speed Rail bond funds to the Metrolink commuter rail system.

The path proposed in the California High-Speed Rail Authority's Draft 2020 Business Plan represents the most effective way to realize the significant benefits that fast, clean, electrified high-speed rail service holds for Californians. Please find attached more detailed comments on the Business Plan from various San Francisco agency staff. We appreciate the opportunity to provide input to the 2020 Business Plan.

Sincerely,



Tilly Chang
Executive Director
San Francisco County Transportation Authority



Jeffrey Tumlin
Director of Transportation
San Francisco Municipal Transportation Agency



Rich Hillis
Planning Director
San Francisco Planning Department

1. The Business Plan shifts the completion of Valley to Valley service one year later, from 2030 to 2031. This will have an effect on anticipated service to Salesforce Transit Center and associated projects, such as the Downtown Extension and the Pennsylvania Avenue Extension. San Francisco looks forward to closely coordinating on these related efforts.
2. The Business Plan mentions the proposed FASTER Bay Area measure. Please update the text to note the revised timeline for FASTER.
3. Similarly, please consider updating the text on DTX to note the APTA and SFCTA peer review efforts, anticipated MOU, and two-year timeline to the completion of design.
4. On page 56, the Business Plan proposes an interim service model under which the Authority would be an Infrastructure Owner who would lease the infrastructure to a third-party public agency who would, in turn, operate the service by entering into agreements with a train operating company to run the service and with private infrastructure owners. It is unclear why this interim service plan is needed and what the benefits are of having a public agency as the middleman between the Authority and the Operating Company. What can the Public agency do the Authority cannot?
5. On page 61, table 3.0 shows the ridership for the Northern California Peninsula Corridor. What is the northern limit of the corridor? Is it Salesforce Transit Center or 4th and King Streets?
6. Table 3.1 indicates that \$22.4 billion in additional funding is required for the Northern California Peninsula Corridor segment, with \$17.1 billion being regional funding. What are the elements that make up that figure?
7. On page 66, the Plan states “The report notes that the median home price in Fresno County is \$243,700, in comparison to more than \$1 million in Santa Clara County. With an increase of more than 37 percent in residential building permits from 2017 to 2018, the Central Valley can provide affordable home ownership for Californians.” The statement does not acknowledge that providing High Speed Rail service will result in gentrification of the area resulting in increased home prices.
8. On page 81 it states that the San Francisco to San José segment includes a light maintenance facility in Brisbane, which seems to be at odds with the 100-acre site that the Authority is contemplating in the environmental review. It would be useful to state a range of the needed acreage.
9. On page 81, the section on the DTX makes no mention of the funding commitment by the CHSRA to the project.
10. Page 116 makes the case for an extension of the Cap-and-Trade program to 2050, which would provide significant funding to the CHSRA. We support the CHSRA in its efforts to achieve such an extension.
11. Interconnecting to the power grid will present significant challenges in both cost and execution. As stated on page 136, “Technical feasibility studies by PG&E now indicate that there are capacity variations along the corridor that need to be upgraded for high-speed rail operations. Work is underway with PG&E to define the scope and costs of these improvements to the network including new transmission line construction”. The impact to the program’s cost and schedule need to be quantified as early as possible, specially considering the state of PG&E.

12. On page 140, it states that “The 2018 Business Plan assumed a single line from San Francisco’s 4th and King Station to Bakersfield. In 2020, this line is now enhanced by the addition of the Merced to Bakersfield Line.” It is not made clear how adding Merced enhances the San Francisco to Bakersfield line. The breakeven analysis on page 150 states that “the 2020 Breakeven Analysis for Silicon Valley to Central Valley is slightly decreased over the previous 2018 Business Plan, reducing from 79 percent to 71 percent in the opening year. This is primarily caused by the increased operations and maintenance costs of the extension to Merced.” This seems to indicate that the revenue is not there to fully support the Merced extension.

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CITY COUNCIL 2020

RICHARD GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
KARYL MATSUMOTO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLORE NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

March 13, 2020

OFFICE OF THE MAYOR

Chairman Jim Frazier
Assembly Transportation Committee
1020 N Street, Rm 112
Sacramento, CA 95814

Dear Chairman Frazier,

I am writing in strong support of Governor Newsom's plan to deliver the California High-Speed Rail Project. By initiating electric, high-speed rail in the Central Valley, California is demonstrating the viability and transformative nature of this type of megaproject. This plan ensures that the project is delivered as quickly and efficiently as possible while realizing the mobility, environmental and economic benefits that fully electrified high-speed rail will bring to California.

With 350 miles of electrified high-speed rail under development, California continues to demonstrate its leadership and long-term vision for a better future. The High-Speed Rail Authority's policy recommendations, as laid out in the Draft 2020 Business Plan, will expand the project in the Central Valley to 171-miles of electric high-speed rail while maintaining investments that will provide greater connectivity and more reliable operations for the Valley's other important rail and bus services, including reducing the travel time between Oakland, Sacramento and Bakersfield by up to 100 minutes. These new efficiencies will get more pollution emitting cars off our congested roads and highways and onto public transit, which will improve the air quality of communities with some of the nation's highest levels of pollutants.

California is already realizing the benefits from the initial investments in high-speed rail. Statewide, the project has resulted in almost 50,000 job-years of employment and \$9 billion in economic activity. The first 119-miles of construction alone has dispatched over 3,500 construction workers to jobsites and supported more than 500 small and disadvantaged businesses. We need to continue these investments in our businesses and in our communities through the continued commitment to electrified high-speed rail.

These building blocks in the Central Valley are an integral part of the system that will expand to both Northern and Southern California to connect the entire State. Finishing the segment in the Central Valley and beginning an interim operation will allow the technology to be demonstrated as we work on the next building blocks that will take that service and connect it to an upgraded Caltrain Corridor in Northern California.

The path proposed in the California High-Speed Rail Authority's Draft 2020 Business Plan represents the quickest and most cost-efficient path towards realizing the significant benefits that a fast, clean, electrified high-speed rail service holds for Californians, and I look forward to continuing to work towards making that vision a reality. If you have any questions, please do not hesitate to contact me.

Sincerely,

Richard Garbarino
Mayor

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City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

May 26, 2020

REUBEN D. HOLOBER
Mayor

ANN SCHNEIDER
Vice Mayor

ANNE OLIVA
Councilmember

GINA PAPAN
Councilmember

WAYNE J. LEE
Councilmember

Tom Richards
Vice Chair California High-Speed Rail Authority
770 L Street, Suite 620 Sacramento, CA 95814

RE: California High-Speed Rail Authority (CHSRA) 2020 Draft Business Plan

Dear Mr. Richards:

The City of Millbrae (City) has reviewed the California High-Speed Rail Authority (CHSRA) 2020 Draft Business Plan and provides below specific comments and serious objections on the provisions of the Plan that pertain to Millbrae. Given the exceptionally detrimental impacts the High-Speed Rail project will have upon the City if it's constructed as presently contemplated, the City must speak out on a number of major issues. CHSRA's singular proposal to construct an unnecessary surface level parking lot would critically devastate the economic viability of Millbrae and destroy both existing and approved housing desperately needed in this region.

BACKGROUND

When Millbrae consented to the construction of the Millbrae BART Station (Station) in the late 1990's, which is now the largest multi-modal station west of the Mississippi, it was with the explicit understanding that Millbrae would be able to develop the area on the west side of the station. The prospect of this development was an economic inducement for Millbrae to accept the burdens the BART station would bring, not the least of which was the significantly higher traffic that would be generated on Millbrae Avenue and El Camino Real.

In conformance with good planning practice, the City adopted the "Millbrae Station Area Specific Plan" (MSASP) in 1998, a forward-thinking planning document that allowed for high density transit-oriented development (TOD) in the area adjacent to the Station. The City updated the MSASP in 2016 to add even higher densities in close proximity to the Station. Through significant collaboration and input from the regional transit providers, the adopted MSASP also contemplated the station access needs of BART, Caltrain, SamTrans, private shuttles, and a future High Speed Rail station.

During the extensive public review process for the 2016 Millbrae Station Area Specific Plan update, CHSRA, like BART and Caltrain, was informed of the design, uses, and impacts of the revised MSASP. A vital linchpin of the MSASP has always been the relocation and extension of California Drive to reroute north- and southbound vehicular traffic from the intersection of Millbrae Avenue and El Camino Real onto California Drive, which is located just west of the tracks in the Station area. This feature, which was prominently featured in both the 1998 and 2016 MSASP, was intended to provide station access as preferred by the transit agencies and to mitigate the traffic impacts from both the Station and the planned economic development on the west side of the Station. CHSRA voiced no objection to the updated plans for California Drive.

City Council/City Manager/City Clerk
(650) 259-2334

Building Division/Permits
(650) 259-2330

Community Development
(650) 259-2341

Finance
(650) 259-2350

Fire
(650) 558-7600

Police
(650) 259-2300

Public Works/Engineering
(650) 259-2339

Recreation
(650) 259-2360

HIGH SPEED RAIL IN MILLBRAE—A PROJECT GOES OFF THE TRACKS

In 2010, CHSRA proposed a station in Millbrae, using the existing Caltrain rail alignment, with the intent to directly connect to the existing Caltrain and BART systems and their link to San Francisco International Airport (SFO). The CHSRA station originally proposed to Millbrae was an underground station to maximize the efficiency of the Station site plan and enhance connectivity between transit modes. Without any clear explanation or justification, CHSRA staff has since announced that undergrounding the Millbrae CHSRA station and its rail connection, as previously presented in 2010, is no longer considered feasible. In addition, the City has since been informed that the track alignment must be located to the west of the Station, in the area shown in the MSASP as the location of California Drive.

The City has yet to be provided with a satisfactory explanation as to why the previously proposed underground design is not feasible, nor why the alignment could not be located on the east side of the BART tracks, where there is a very lightly used BART track. BART has three tracks in Millbrae and only uses two of the existing tracks for transit riders. The third track is currently used for storage of trains during off hours, and BART may be willing to relinquish the track at a lower cost to CHSRA than would be required to purchase land on the west side of the station through eminent domain. The rejection of the undergrounding option is troubling to the City, since at the same time CHSRA is planning a massive undergrounding as part of the downtown extension of the project to the Salesforce Transit Center. The original plan to underground the High Speed Rail station in Millbrae is far more feasible than the \$4 billion undergrounding CHSRA plans in downtown San Francisco.

CHSRA'S PLANNED SURFACE PARKING LOT DESTROYS EXISTING AND APPROVED HOUSING NEEDED TO COMPLY WITH STATE-IMPOSED REGIONAL HOUSING NEEDS

The initial plans for the Millbrae CHSRA station did not include parking facilities. When CHSRA's regional director was publicly asked, at two public CHSRA informational hearings prior to the completion of the 2016 MSASP, what CHSRA's parking studies showed it needed for its patron parking at the Millbrae Station, the City was told that CHSRA parking needs were to be addressed offsite, at SFO or at BART. The City was also told CHSRA had no need for designated CHSRA parking in Millbrae.

Thus, in light of CHSRA's expressed lack of interest in parking at the Millbrae Station, the City was shocked to hear more recently that not only was parking required in Millbrae, but that it was planned as a surface parking lot that would eliminate a fully entitled project, the Millbrae Serra Station project (Serra Station), which is located just west of California Drive. Serra Station is located immediately to the west of the Station and proposes up to 488 units of housing (with 15% below market), 300,000 sf of class A office and 25,000 sf of retail space in its project with four levels of underground parking.

CHSRA's proposed plans are not only in direct conflict with this approved project, they came as a complete surprise to the City. Although it was fully aware the Serra Station project, CHSRA never made any objection to the project, nor the planned extension and relocation of California Drive, during its consideration by the City. On three separate occasions during the City's years-long public hearings on the MSASP update and its environmental review, as well as the year and one half-long review and final approval of the Serra Station Project ending in April of 2018, representatives of CHSRA appeared before the Millbrae Planning Commission and City Council and stated repeatedly on the record that CHSRA had no problem with the MSASP or with the City's approval of the west side project as it was designed.

In addition, throughout the City's recent public review of the BART development on the east side of the Millbrae station, the existing transit providers, Caltrain, CHSRA, and SamTrans were all asked if they had any objections to BART's removal of over 600 parking spaces from the station and none of them objected. Thus, the suggestion by CHSRA that they now need parking on the west side of the Millbrae station to offset BART or Caltrain parking is not only disingenuous but completely unacceptable.

CHSRA's only proposed plan for the Millbrae Station is totally inconsistent with the adopted MSASP. The plan proposed by CHSRA unjustifiably torpedoes an approved project featuring 444+ high-density housing units, 15% of which are affordable, in favor of a surface parking lot and railyard that will devastate the local economy, job creation, and, most importantly, sabotage the City's ability to meet its state-assigned housing goals. The City of Millbrae demands that CHSRA adhere to its originally envisioned plan that undergrounds the station and rail alignment in Millbrae, as CHSRA is doing in other jurisdictions, and abandon plans for a surface parking lot that conflicts with a well-planned transit-oriented development project and other potential developments that may be considered on the remaining sites.

COMMENTS ON 2020 BUSINESS PLAN

In addition to the comments above on the project as a whole, please also note the following comments on the Draft 2020 Business Plan:

Page 80, Table 3.3 – Can CHSRA provide more detail regarding scope and description regarding the project “Millbrae Station Track Improvement and Car Purchase?” What is the track improvement that is planned?

Page 81 – The Plan states that CHSRA is sharing track within the Caltrain right-of-way in the segment between San Francisco and San Jose. This is certainly not the case with regard to the track and station in Millbrae and the document should clearly indicate that fact. In addition to preventing the development of the approved Serra Station project, CHSRA's rail alignment also impacts up to 23 homes on Hemlock Avenue, as the proposed right-of-way apparently overlaps their property lines. This is not acknowledged in the Plan – a hidden consequence which is an unacceptable form of collateral damage.

Page 83 - Strategic Right-of-Way Acquisitions – The Plan states that CHSRA will “continue to work with partners in the Millbrae area” and that in light of the approved development at the site, a “joint approach to meet the needs at the site would be desirable.” Unfortunately, this positive-sounding goal is not being accomplished. In fact, the statement is undermined by CHSRA’s decision to proceed with a station design that only shows a surface-level parking lot on the west side development site.

In the last 8 months, Serra Station, the developer of that site, has sought to engage with CHSRA staff to work out just such a "joint approach." In fact, Serra Station has spent over \$80,000 in engineering, architect and parking studies to provide CHSRA with over 50 pages of drawings, plans and studies that would preserve the MSASP uses for the City and Serra Station and accommodate CHSRA's stated future station and track needs. The City has also shown its good faith by approving the creation of a parking district in the MSASP to potentially optimize the benefits for CHSRA, Caltrain, the City and Serra Station. In three meetings with the new regional director and his staff over the past six months, we have been unable to get any affirmative indication that the solutions we have provided and proposed can be reviewed by CHSRA's Executive Board or its Executive Officers. However, after all of this effort, the City was told last week by CHSRA's current regional director and his staff that they do not have the authority to endorse or accept any of our plans.

Moreover, this is an outrageous position in light of the fact that when the City previously asked CHSRA for an audience with their Executive Board or Executive Officers to show these plans, the City was told that cannot happen until plans are accepted by the staff. So, the City is now caught in the perfect bureaucratic Catch-22—no meeting without approved plans, yet no one with authority to approve the plans. It is difficult not to conclude that CHSRA is merely stonewalling the City in order to rush through its environmental document containing this ill-conceived design that completely disregards the State Legislature and Governor’s housing objectives and devastates our City’s economic viability.

This is particularly galling in light of the fact that the 2020 Business Plan mentions three examples (including properties surrounding the Diridon Station in San Jose) where “strategic right-of-way procurement” is being pursued “where development is being planned but additional land is needed for the rail corridor.” Why can’t this same approach be pursued at the Millbrae Station? Such an approach would potentially resolve the issues described above.

Page 133 – Phase I Environmental Completion - The Plan states that all of the Phase I Records of Decision (RODs) for the High-Speed Rail project must be obtained by December 31, 2022 in order to meet Federal grant deadlines. By failing to include a viable environmental alternative at the Millbrae Station that will permit adjacent development in compliance with the adopted MSASP, CHSRA invites potential litigation and undermines its objective of meeting this deadline.

The City also understands that a recent study concludes that the difference in travel time between Caltrain and the proposed CHSRA in the San Francisco to San Jose segment is 4 minutes. We question if the benefit of saving 4 minutes by CHSRA is worth the extraordinary cost and negative impacts to housing. The City of Millbrae requests this question also be addressed in the 2020 Business Plan.

CONCLUSION

On numerous occasions, the City of Millbrae has requested to meet with higher level CHSRA leaders to work together to resolve the conflict between the CHSRA plans and the City's adopted planning documents. There are pragmatic, straightforward solutions that could avoid conflicts and provide mutual benefits to CHSRA, Millbrae, and station-area property owners. CHSRA staff charged with managing the San Francisco to San Jose segment has refused to hear our voices, address our concerns, and honor our request to meet with the members of the CHSRA Board. Through this letter we are making that request once again.

The City of Millbrae is requesting that alternatives to CHSRA's only stated project alternative in Millbrae be more than the cursory consideration they have received to date. We believe that, in CHSRA staff's zeal to complete the environmental document expeditiously, unacceptable errors in judgment are being made that will have severe and detrimental impacts on all affected parties. As stated above, the current path that CHSRA is pursuing directly contradicts important policies articulated by the State Legislature and Governor with regard to the delivery of high density, transit-oriented development to help meet our state's housing crisis. We respectfully request you consider station alternatives that can achieve these shared goals and incorporate them into the 2020 Business Plan and Environment Impact Report currently being prepared for the San Jose to San Francisco segment.

Sincerely,



Reuben D. Holober, Mayor



Ann Schneider, Vice Mayor



Anne E. Oliva, Councilmember



Gina Papan, Councilmember



Wayne J. Lee, Councilmember

cc: Congresswoman Jackie Speier
Senator Jerry Hill
Assembly Member Kevin Mullin
Supervisor Dave Pine
SAMCEDA President and CEO Rosanne Foust
Metropolitan Transportation Commission Chair Scott Haggerty
Metropolitan Transportation Commission Executive Director Therese Watkins McMillan
California High Speed Rail Authority Board of Directors

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March 12, 2020

Chairman Jim Frazier
Assembly Transportation Committee
1020 N Street, Rm 112
Sacramento, CA 95814

Dear Chairman Frazier,

I am writing to express the City of San José's strong support of Governor Newsom's plan to deliver the California High-Speed Rail Project. The development of High Speed Rail (HSR) across the State, and through Silicon Valley, is essential for our regional and local efforts to improve and connect the passenger rail network in the Bay Area with the economic centers of the Central Valley and Southern California. The City of San José continues to support the Authority's Silicon Valley to Central Valley phased approach to an integrated rail system that improves intercity, regional, and local train service. The High-Speed Rail Authority's plan to build out the Merced to Bakersfield spine is the next logical building block towards a Silicon Valley to Central Valley system. This plan ensures that the project is delivered as quickly and efficiently as possible while realizing the mobility, environmental and economic benefits that interim operations of fully electrified high-speed rail in the Central Valley will bring to California.

With 350 miles of electrified high-speed rail under development, California continues to demonstrate its leadership and long-term vision for a better future. The High-Speed Rail Authority's policy recommendations, as laid out in the Draft 2020 Business Plan, will expand the project in the Central Valley to 171-miles of electric high-speed rail while maintaining investments that will provide greater connectivity and more reliable operations for the Valley's other important rail and bus services, including reducing the travel time between San José, Oakland, Sacramento, and Bakersfield by up to 100 minutes. These new efficiencies will get more pollution emitting cars off our congested roads and highways and onto public transit, which will improve the air quality of communities with some of the nation's highest levels of pollutants.

The Merced to Bakersfield spine in the Central Valley is an integral part of the system that will expand to both Northern and Southern California to connect the entire State. Finishing the segment in the Central Valley and beginning an interim operation will allow the technology to be demonstrated as HSR works on the next construction segments that will extend it to San José Diridon Station the hub for Caltrain, Capitol Corridor and ACE services throughout Northern California. The full funding of the Silicon Valley to Central Valley system should remain the highest priority for the Legislature when allocating funds to the High Speed Rail and the Statewide rail network.

The path proposed in the California High-Speed Rail Authority's Draft 2020 Business Plan represents the quickest and most cost-efficient path towards realizing the significant benefits that a fast, clean, electrified high-speed rail service holds for Californians, and we look forward to continuing to work towards making that vision a reality. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, reading "Sam Liccardo". The signature is fluid and cursive, with a large initial "S" and "L".

Sam Liccardo
Mayor
City of San José

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Town of Atherton
City Manager's Office
150 Watkins Avenue
Atherton, California 94027
Phone: (650) 752-0500

April 2, 2020

California High Speed Rail Authority
Attn: Draft 2020 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: Draft 2020 HSR Business Plan Comment Letter

To Whom It May Concern:

The Town of Atherton and its Rail Committee have reviewed the High-Speed Rail Authority's Draft 2020 Business Plan and believe that the construction cost, revenue, patronage and train performance assumptions in the Business Plan are overly optimistic and unlikely to be realized. Additionally, the funding and right-of-way challenges are significantly underestimated. The purpose of this letter is to invite the Authority's attention to issues that are not adequately addressed in the Draft Business Plan.

1. Proposition 1A

The Plan states that the Phase 1 high speed rail service between San Francisco and Los Angeles Union Station will meet all of the requirements of Proposition 1A. As planned, the service cannot meet two key requirements of Proposition 1A, (1) non-stop service between San Francisco and Los Angeles Union Station in less than 2 hours 40 minutes, and (2) high speed rail service in the corridor or useable segment thereof will not require an operating subsidy.

Travel Time Constraint

Though Exhibit 1.3 Comparative Travel Times shows a total "non-stop" travel time of 2 hours and 40 minutes between San Francisco to Los Angeles, it is of interest to note that the preliminary schedules included in the Authority's 2018 Business Plan included a minimum non-stop travel time between San Francisco and Los Angeles Union Station of 3 hours 8 minutes. It should be noted that travel times between San Francisco and Los Angeles will exceed the 2hour-40-minute requirement. Chapter 1, page 18 states "Although flying may be faster for some trips, in terms of actual flight times, a relatively fast hour-and-a-half flight can quickly turn into four or more hours when getting to and from the

airport, going through security and waiting in line to board are factored into the travel equation.” This statement does not consider the eventuality that high-speed rail may require safety screening similar to that required at airports. After consideration of system stops (certainty) and security screening (likely), the travel time comparison between high-speed rail and air travel will favor air travel.

There is little evidence that the supposed travel times listed in the Business Plan can be met. The decision to route the high-speed rail line through Palmdale almost certainly eliminates the possibility of achieving the travel time requirement. The Tehachapi Mountains impose a 3,000 ft. elevation change between the southern end of the San Joaquin Valley and the top of the Tehachapi pass. The steep grade of at least 3 percent required to ascend the 20-mile grade requires greatly reduced speed for the ascent and poses a serious risk for the descent. Federal requirements specify escape sidings or level portions of track at regular intervals to keep descending trains under control. Another steep grade between Palmdale and Santa Clarita with an elevation change of 1,500 ft. over 20 miles would also require lower train speeds.

The fastest high-speed train (non-maglev) in commercial service has a top speed of 350 km/h (217 mph). The only high-speed rail system, worldwide, to operate at this speed is in China, where a terrible accident caused them to reduce operating speeds to a maximum of 186 mph for six years. Though China has been able to resume running trains at 350 km/hr, the maximum speed of high-speed trains outside of China is between 300-320 km/hr (186-198 mph) with a majority having a maximum speed of between 200-250 km/hr (124 – 155 mph). The above speeds are listed as maximum speeds with stop to stop speeds maxed out at 317 km/hr (197 mph) in China and 272 km/hr (169 mph) outside of China. Thus, there is little operating evidence to support the Authority’s ability to maintain operating speeds of 220 mph, particularly as a new operator.

Though the Authority offered to support their claim to meet the travel time requirements using a set of speed-distance curves transmitted with a memorandum by Mr. Frank Vacca in 2013, these curves illustrated a speed of 220 mph down the Tehachapi grade with no safety features in place. It also illustrated speeds of 220 mph through Fresno and Bakersfield despite claims by the Authority’s chairman that trains would be slowed to 125 mph through urban areas.

The errors in Mr. Vacca’s curves were carefully analyzed and published in the paper, “Independent Determination the Travel Time Requirements of Proposition 1A Cannot be Met” by Paul S. Jones, PE, PhD, dated March 13, 2015. The paper describes a detailed analysis of the San Francisco-Los Angeles Union Station route following the Authority’s selected route and calculating grades and curves as appropriate leading to a minimum travel time of 3 hours 7 minutes. This time calculation is consistent with the 3-hour 30-minute travel time listed in the 2018 Business Plan (page 118).

Operating Subsidy

To meet the Proposition 1A requirement that high-speed rail service not require an operating subsidy, the Authority is considering the option to change its business model from owner/operator to infrastructure owner, leasing out its infrastructure to an operator to provide service. Though this is commendable and may result in lower rail service operating cost, it appears to be an interim recommendation for the Bakersfield to Merced line, transitioning back to an owner/operator model when Valley to Valley service is offered. Due to high start-up costs and uncertainties with the system, it is unlikely that the Authority will be able to find a short-haul high-speed rail operator without a long-term commitment and/or the potential to operate the entire system. As such, there is a great likelihood that that such a lease option may not generate much if any revenue and thus require operational support (subsidy) from the Authority.

The analysis conducted by the Early Train Operator in its analysis of the Merced to Bakersfield segment concludes that though “faster service and greater connectivity provide the highest ridership potential and fare revenue of any other investment option”, even forecasting a doubling of ridership to 8.8 million annual systemwide riders in 2029, it would result “in a lower State operating subsidy.” The need for a subsidy is contrary to meeting the requirements of Proposition 1A.

2. Ridership forecasts

Cambridge Systematics has created an immense econometric model to generate traffic data for the different stages of the high-speed rail service, Merced to Bakersfield, Valley to Valley, and Full Phase 1. To support this work, they have conducted extensive surveys to generate current travel information. Trips were divided into short distance, 50 miles or less, and long distance, over 50 miles. It would have been more accurate to eliminate all trips of 50 miles or less, because high speed rail has little, if any advantage, to offer for these trips. As with all econometric models, despite their detail, data are ultimately grouped for analytical convenience and cannot represent the full range of variations in individual travel choices.

William Grindley and William Warren have made an exhaustive study of origin-destination pairs using Cambridge Systematics zones and the Authority’s selection of conventional rail and bus service for connections to the high-speed rail, including schedules that permit waiting times to be calculated. This study was performed for 320 travel zone pairs. Travel times and costs were compared for high speed rail, driving, and air travel, when appropriate. Grindley and Warren in their paper, “If You Build it, They Will Not Come—Sequel” Grindley and Warren found that for trips that require long connections to high speed rail via other modes, like a bus from Sacramento to Merced, or a bus from Bakersfield to Los Angeles, in only 7 percent of the trips is high speed rail faster than or equal to driving. Giving every possible advantage to high speed rail, Grindley and Warren concluded that actual travel on high speed rail is likely to be no more than one fifth of Cambridge Systematics’ estimates.

Taking another view, for other high-speed rail services around the world, high speed rail is most competitive with air travel for trips of 200 to 500 miles where access and egress are comparable between air and high-speed rail. This strongly suggests that the major market for Phase 1 of California's high-speed rail service is the 12 million annual air trips between San Francisco and Los Angeles today. Some travelers would enjoy a periodic variation from flying, others could be converted to true high-speed rail enthusiasts. The total number of air travelers is only half of the 24.5 million high speed rail users that Cambridge Systematics used as the low estimate for high speed rail in 2035. Additional travelers would certainly be attracted for the novelty of the new mode, but to expect high speed rail to capture all of the air travel market is not reasonable.

If passenger traffic fails to come even close to the Cambridge Systematics estimate, then revenue will also fall far short of the level needed to avoid subsidizing high speed rail travel. This is expressly contrary to the requirements of Proposition 1A.

AB3034 also requires a detailed funding plan for each operable segment and that all sources of funds and the time of their receipt be specified before work can be initiated on any segment. Page 15 of the Plan states that the funding shortfall for the Silicon Valley to Central Valley (presumed to be San Jose to Shafter) is approximately equal to the cost to complete the tunnels through the Pacheco Pass, by far the most expensive piece of the work. The funding for this work is heavily dependent on Cap-and-Trade money from the quarterly actions. The amounts of these funds are inconsistently reported throughout the Plan. Page 37, Exhibit 3.3, lists the Cap-and-Trade proceeds from the most recent 11 quarterly auctions allocated to the Authority. These total approximately \$1.218 billion. On page 37, the Plan states that the Authority has already received \$1.618 billion in Cap-and-Trade, including a special grant. Per Exhibit 3.3, the average annual (measured to August) allocation to the Authority has been approximately \$330 million. The plan assumes an annual allocation of \$700 million, up from \$500 million in the 2016 Business Plan. It seems unlikely that future Cap-and-Trade funds will increase this substantially such that they can provide the needed funds to complete the Valley to Valley segment.

3. Construction Costs

Like all mega-projects worldwide, California's high-speed rail system is costing much more than expected or estimated. The Central Valley section was selected for initial construction because the land is relatively flat and seemed to offer the least expensive site to build a 100 plus mile track for testing and initial service. The Business Plan estimates that the cost of this section will be \$15.6 billion. However, as yet, no track has been laid, no poles to support electrification have been installed, no wire has been stretched and no train control system has been implemented, nor have electric sub stations been installed. Caltrain is spending \$2.3 billion to electrify its 52-mile system, suggesting that there may be overlooked costs for high speed rail.

Comments regarding project cost assumptions and projections have been provided on the various Draft Business Plans issued by the Authority. Though no response to comments is directly given, each subsequent study conducted by the Authority shows an increase in costs and new baselines for the project. Page 99 states “As a result of these reviews, our 2019 Project Update Report increased our Program Baseline for the Central Valley Segment by \$1.8 billion”. This 2019 Baseline adjustment for the Central Valley segment is approximately a 17% increase from the \$10.6 billion cost estimate in the 2018 Business Plan. These costs grow substantially with the scope expansion to extend the lines to Merced and Bakersfield, with total costs currently estimated at \$20.4 billion in comparison to the \$15.6 billion baseline shown.

These ever-increasing costs are exacerbated by the uncertainty of funding for the project.

4. Right of Way Acquisition

The Plan states that acquisition of Right of Way is of critical importance and refers to challenges associated with acquisitions in the Central Valley. The Plan further indicates that the Lean Six Sigma approach has been used to optimize right-of-way procurement, choices made in project alignment and facility placement that have a significant impact on right-of-way costs and challenges. It is not clear that the approach has changed sufficiently to result in better choices regarding facility placement and right-of-way needs. As a critical example, rather than locating main facility yards in low density/low cost areas, the project proposes a light maintenance facility in the Brisbane Baylands development area. The selected location is in the heart of a planned development, approved by voters, which provides 2,200 housing units to assist in addressing a regional housing shortage and 7,000,000 sq. ft. of commercial space. The cost of acquisition will be based on the approved use of the site, which will be rather significant and is likely under budgeted by a significant amount.

5. Funding

The Plan makes a great effort in indicating the project’s compliance with Federal funding requirements, including targets and milestones associated with American Recovery and Reinvestment Act (ARRA) funding. Though the Plan states that \$2.5 billion in ARRA funding was expended, the Authority has only been able to secure \$477 million in reimbursements from the FRA. As the FRA disengaged on work related to the project and de-obligated \$929 million from the project, there is a significant financial risk to taxpayers if these expenditures are not reimbursed. Focus should be on minimizing taxpayer cost and risk until reimbursement of these funds is more certain. A great reliance is also placed on State Cap-and-Trade funds. With the statewide housing crisis, there is a great likelihood that these funds may be tapped to assist in meeting state and regional housing needs. Additionally, the availability of current year Cap-and-Trade funds will likely be reduced related to the economic slowdown related to the CLOVID-19 outbreak.

With the state goal to have 5 million zero-emission vehicles (ZEV) on the road by 2030 and 100% of new vehicle sales to be ZEV or plug-in hybrid electric vehicles (PHEV) by 2050, the refining of fossil fuels will decline as will the need to purchase Cap-and-Trade credits by refiners and others related to the automobile industry.

6. Green House Gas Emissions

One of the important benefits that HSR has long claimed is a reduction in GHG emissions, presumably as a result of replacing trips taken in private automobiles, planes or buses by a large ridership on the electrified train. While the basis of the quantified claims are not explained, the reductions are reported with considerable precision (to 3 decimal places). Plan Tables 6.2 and 6.3 show the estimated number of riders (Table 1 below) and the associated reduction in GHG Emissions (Table 2 below) for the full Phase 1 implementation out through 2060.

Table 1: Ridership Estimates (from 2020 Plan)

Table 6.2: Phase 1 High, Medium and Low Ridership By Year (Riders in Millions)

Ridership Level	2033	2034	2035	2040	2045	2050	2055	2060
High Ridership	17.9	36.4	41.9	50.0	52.6	55.2	58.1	61.0
Medium Ridership	12.8	27.8	32.0	38.6	40.5	42.6	44.8	47.1
Low Ridership	10.3	21.3	24.5	29.3	30.8	32.3	34.0	35.7

Table 2: GHG Reductions (from 2020 Plan)

Table 6.3.2: Phase 1 GHG Reductions by Year (In Millions Metric Tons of Carbon Dioxide Equivalent)

Ridership Level	2033	2034	2035	2040	2045	2050	2055	2060
High Ridership	.615	1.314	1.504	1.775	1.853	1.943	2.042	2.146
Medium Ridership	.480	1.073	1.229	1.459	1.524	1.598	1.680	1.765

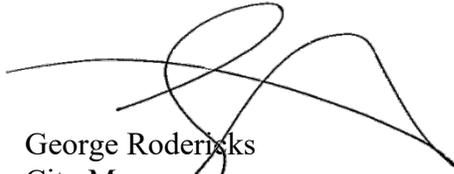
A simple calculation of the amount of GHG reduction per rider is shown in Table 3 below. Two points are noteworthy. The reduction in GHG emissions per rider is extremely small. There appears to be a steady relationship between ridership and CO₂ reductions that holds over time (77.3 – 79 lb/rider). The data appear to be related to length of trip (associated with additional segments opening to ridership) vs gasoline powered cars. There seems to be no acknowledgement that vehicle emissions, and thus the comparative GHG, are required to be reduced over the corresponding time periods, nor the state’s goals of 5 million zero emission vehicles (ZEV) by 2030 and 100% of new vehicle sales to be ZEV or plug-in hybrid electric vehicles (PHEV) by 2050.

Table 3: Reductions of GHG per rider

Year	2035	2040	2045	2050	2055	2060
Ridership (in millions)	41.9	50	52.6	55.2	58.1	61
GHG Reductions (in millions of metric tons per year)	1.504	1.775	1.853	1.943	2.042	2.146
Reduction/rider (metric tons CO₂/rider)	0.036	0.036	0.035	0.035	0.035	0.035
Reduction/rider (pounds CO₂ per rider)	79.0	78.1	77.5	77.4	77.3	77.4

In summary, it is unlikely that the project will be able to meet its service requirements outlined in Proposition 1A, that the funding availability, ridership, revenue, and greenhouse gas reduction projections are overly optimistic and the project cost and delivery time table are significantly under estimated. We urge the development of a full funding plan that accounts for the de-obligation of federal funds and the likely reduction in Cap-and-Trade funds.

Sincerely,



George Rodericks
City Manager

cc: Senate Committee on Transportation, Hon. Jim Beall, Chair
Assembly Committee on Transportation, Hon. Jim Frazier, Chair
Legislative Analyst Office, Gabriel Petek, Legislative Analyst
City Council
Atherton Rail Committee Members

NORTHERN CALIFORNIA REGION

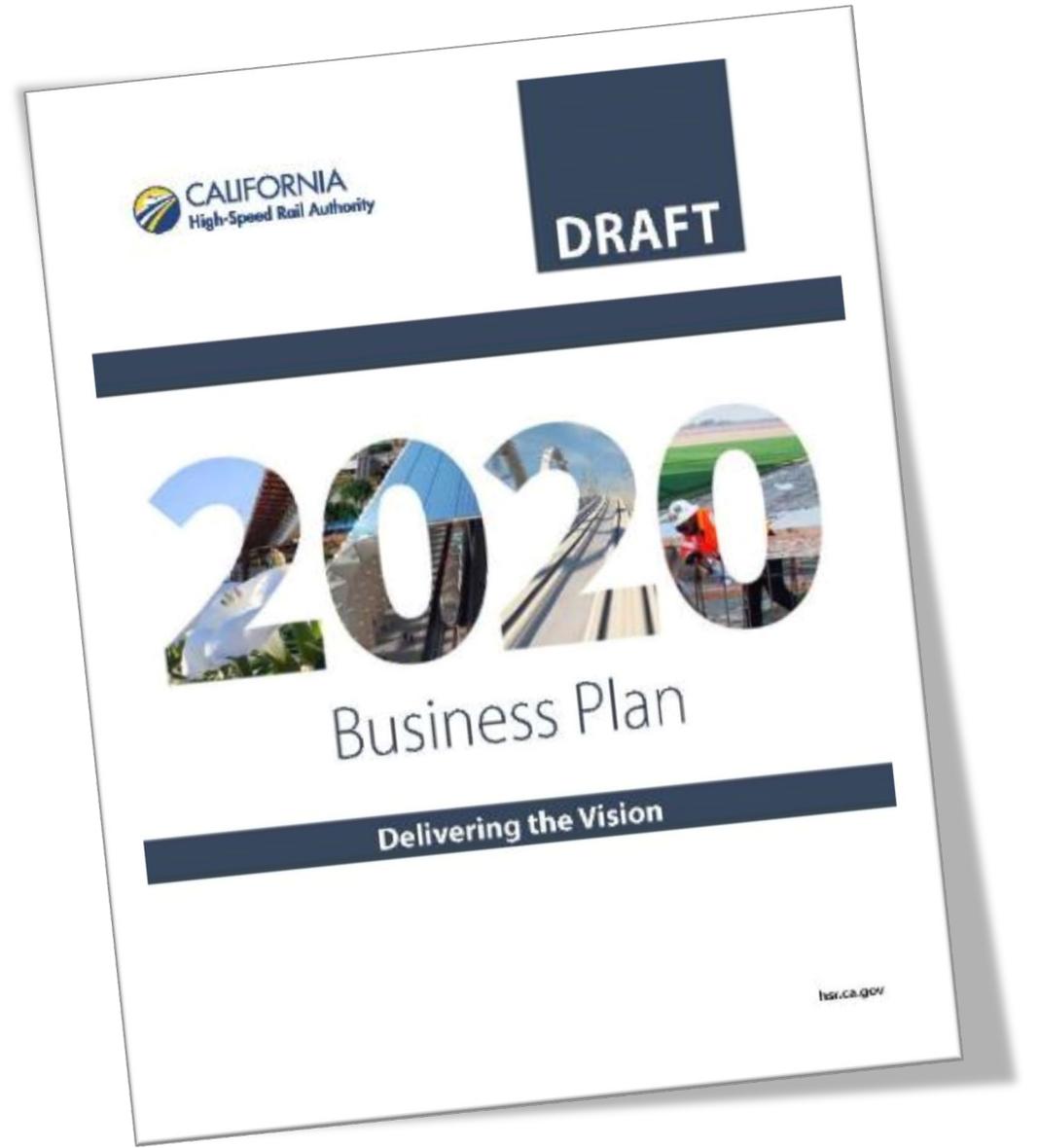
Local Policy Maker Group

July 23, 2020



2020 BUSINESS PLAN

- Released on February 12 for 60-day comment period
- Legislature requested delay of submittal to July 1
 - » Public Comment period was extended to June 1
- Agreement reached between the Administration, the Legislature, and the Authority to delay the Business Plan to evaluate risks caused by COVID-19
- SB 122 extends submission to the Legislature of the Business Plan to December 15, 2020



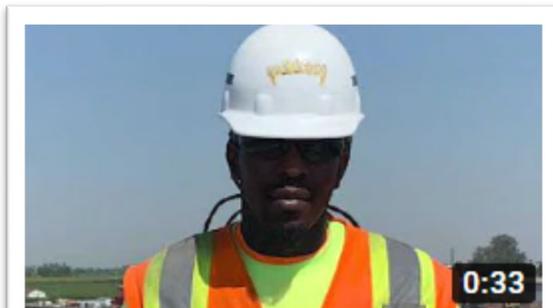
OVER 4,000 CONSTRUCTION JOBS CREATED

JUNE 2020

- **Over 4,000 construction jobs created across 119 miles of high-speed rail construction**
 - » More than 73% of workers dispatched reported living within the Central Valley
- **Targeted Worker Program requires that 30% of project work hours be performed by individuals who come from disadvantaged communities**
- **Extensive Safety and Hygiene Measures for COVID-19 on construction sites**



[Click here to see more videos](#)



4,000 Workers: Brandon Hagger, Ironworker



4,000 Workers: Matt Jimenez, Carpenter Foreman

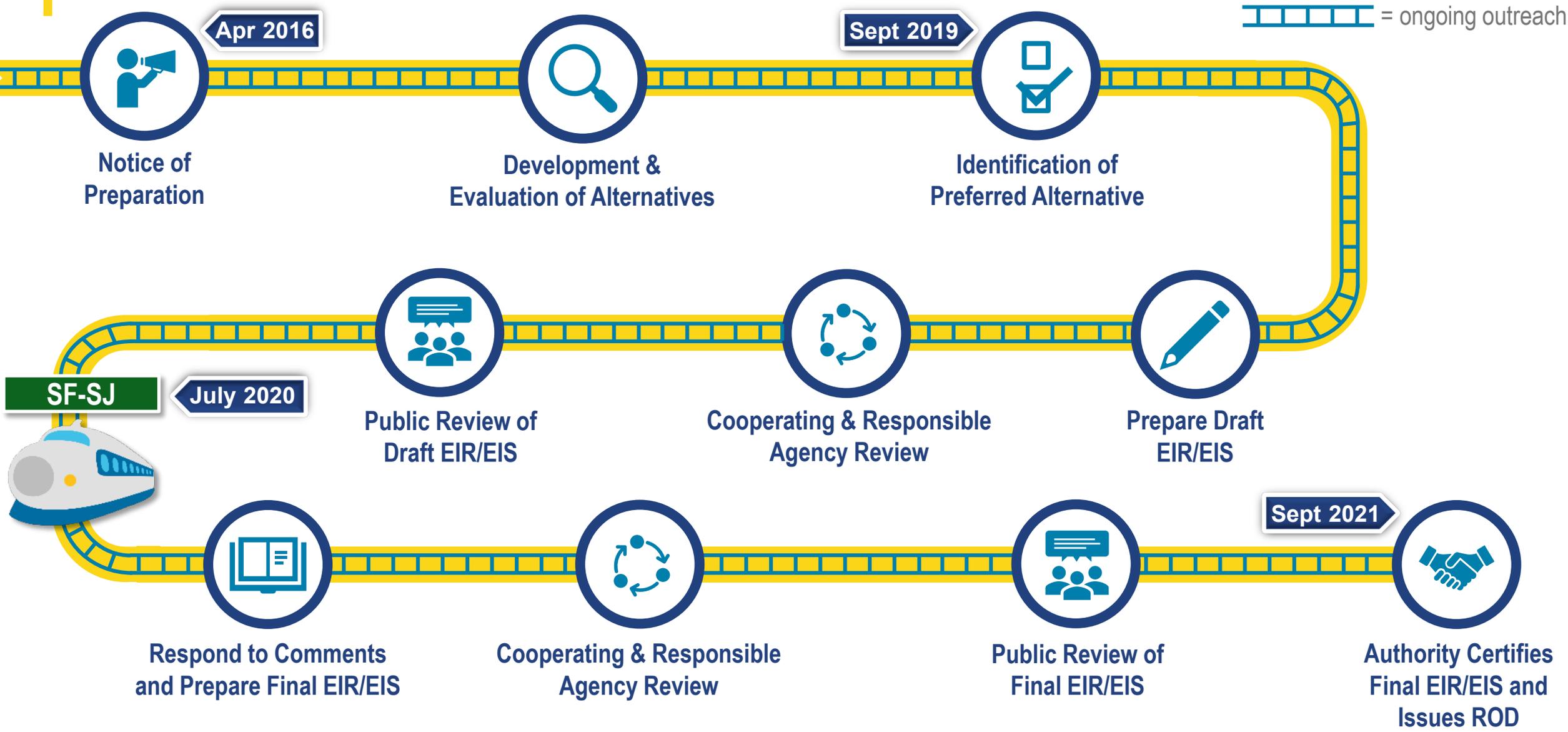


4,000 Workers: Andrew Lounsbury, Utility Worker



4,000 Workers: Juan Luna, Carpenter

DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT



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

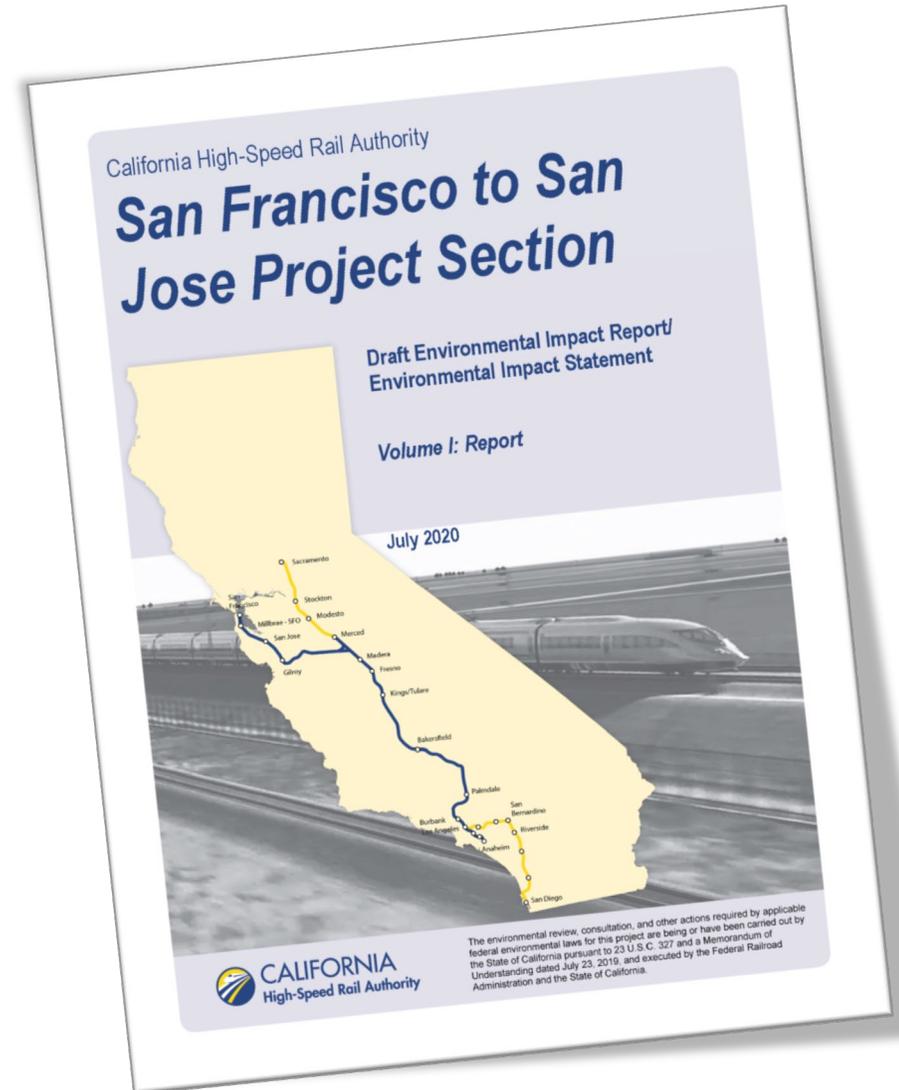
- 45-day public comment period: July 10 – August 24, 2020
- View or download at the Authority website:
 - » hsr.ca.gov/programs/environmental/eis_eir/draft_san_francisco_san_jose.aspx

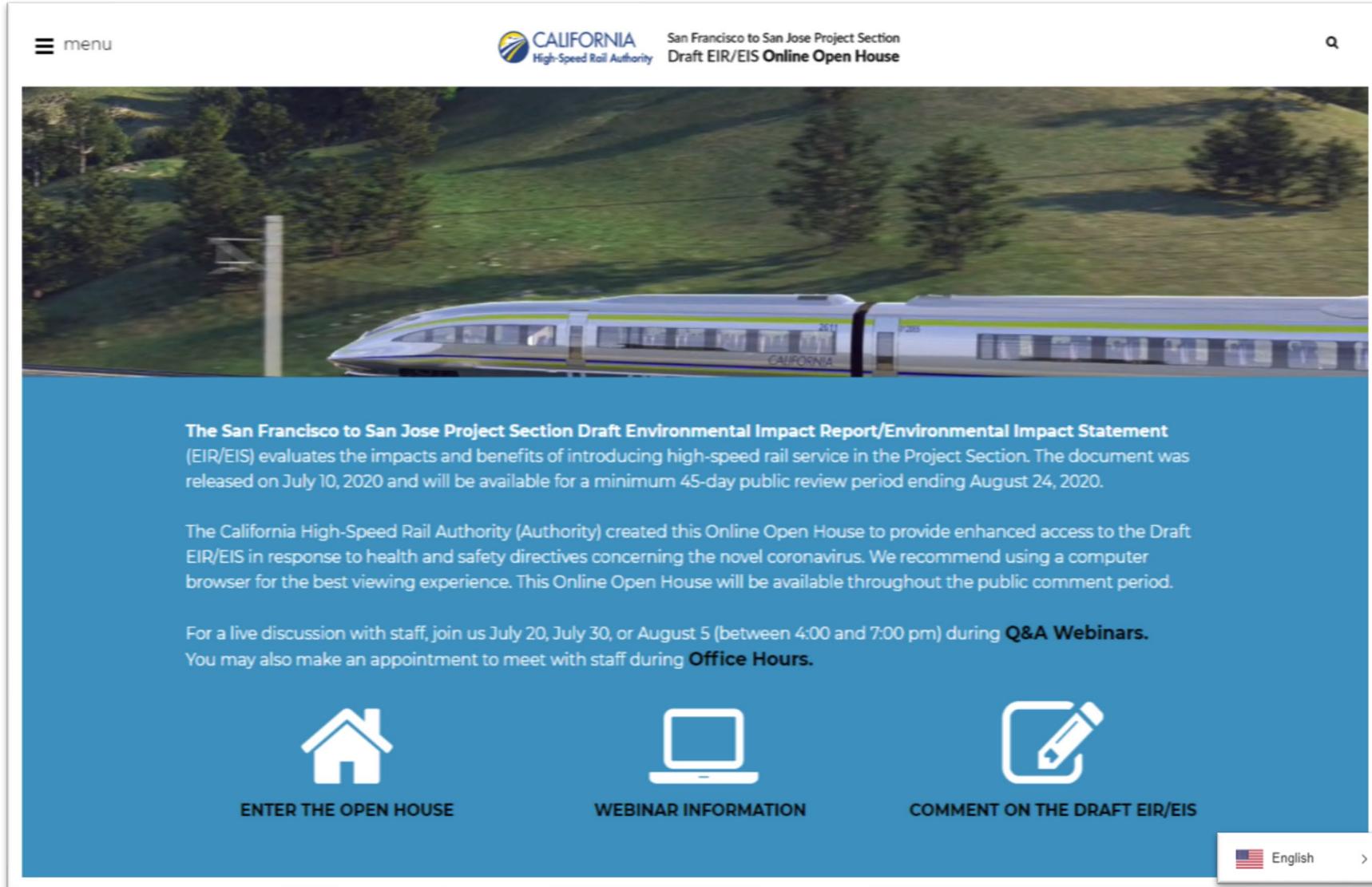
Online comment form (comments can also be emailed or mailed):

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

For more information visit:

MeetHSRNorCal.org





The screenshot displays the website's header with a menu icon, the California High-Speed Rail Authority logo, and the page title "San Francisco to San Jose Project Section Draft EIR/EIS Online Open House". A search icon is in the top right. Below the header is a large image of a high-speed train in a green landscape. The main content area has a blue background with white text. At the bottom, there are three white icons: a house, a laptop, and a pencil, each with a corresponding text label. A language dropdown menu is in the bottom right corner.

☰ menu

 CALIFORNIA High-Speed Rail Authority

San Francisco to San Jose Project Section
Draft EIR/EIS Online Open House

🔍



The San Francisco to San Jose Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluates the impacts and benefits of introducing high-speed rail service in the Project Section. The document was released on July 10, 2020 and will be available for a minimum 45-day public review period ending August 24, 2020.

The California High-Speed Rail Authority (Authority) created this Online Open House to provide enhanced access to the Draft EIR/EIS in response to health and safety directives concerning the novel coronavirus. We recommend using a computer browser for the best viewing experience. This Online Open House will be available throughout the public comment period.

For a live discussion with staff, join us July 20, July 30, or August 5 (between 4:00 and 7:00 pm) during **Q&A Webinars**. You may also make an appointment to meet with staff during **Office Hours**.

 ENTER THE OPEN HOUSE

 WEBINAR INFORMATION

 COMMENT ON THE DRAFT EIR/EIS

 English >

CALIFORNIA High-Speed Rail Authority

Basemap Basic Navigation

San Francisco to San Jose

Link to San Jose to Merced map

Map Instructions

This map is equipped with various tools to make viewing and navigation as easy as possible. These can all be accessed in the title bar in the following order:

1. The information icon next to the logo will close and open this sidebar.
2. The Basemap dropdown (top right) will let you choose between four basemaps: Basic, satellite imagery (Google), Google Streets, and USGS Topographic.
3. The Navigation dropdown will let you quickly hop to a different city.
4. The first of the four icons (to the right of the Navigation dropdown) toggles the Address Locator window. Enter an address for quick navigation. **Be sure to include St, Ave, etc. in the address.**
5. The second icon (which looks like a stack of papers) toggles the Project Alternatives window. Here you can toggle between preliminary design footprints 1-4, and turn on property parcels within two miles of the alternatives. Clicking on a footprint feature will tell the component name and clicking on a parcel will tell you the Assessor's Parcel Number (APN).
6. The third icon (which looks like a bullet list) toggles the legend window.
7. The fourth icon (which looks like a camera) will let you

Address Locator

1234 Somewhere St, City, CA

Search

Project Alternatives

Parcels (within 2 Miles)

Preliminary Design Footprints by Alternative

A

B (Viaduct to I-880)

B (Viaduct to Scott)

Legend

Alternative A Footprint Component

- HSR Right-of-Way
- HSR Permanent Easement
- Rail Right-of-Way
- Roadway Right-of-Way
- Other Right-of-Way
- Existing Caltrain ROW
- Existing Caltrain Easement
- New Caltrain Easement
- Permanent Utility Easement
- Temporary Construction Easement
- Temporary Utility Easement

WayPoint

5 km
3 mi

DRAFT EIR/EIS OUTREACH

PUBLIC COMMENT PERIOD: JULY 10 – AUGUST 24

Online Open House

- [MeetHSRNorCal.org](https://www.meethsrnorcal.org)

Live Q&A Webinars ([join here](#))

- » Monday, July 20, 2020, 4 – 7 pm
- » Thursday, July 30, 2020, 4 – 7 pm
- » Wednesday, August 5, 2020, 4 – 7 pm

City/County Staff Q&A Webinar

- Thursday, July 30, 2020, 11 am – 1 pm

Public Hearing*

- » Thursday, August 19, 2020, 3 – 8 pm

Virtual Staff Office Hours ([sign-up here](#))

• Phone Appointments

- » Wednesday, July 22 11, 2020, 11 am – 2 pm
- » Wednesday, July 29, 2020, 11 am – 2 pm
- » Wednesday, August 12, 2020, 11 am – 2 pm

COVID-19 UPDATE

Due to public health and safety requirements concerning the coronavirus, the public hearing for the Draft EIR/EIS may need to occur online and/or by teleconference only. Please check the Authority website (www.hsr.ca.gov) for more information, including up-to-date information on the planned hearing.

HOW TO SUBMIT COMMENTS

PUBLIC COMMENT PERIOD: JULY 10 – AUGUST 24



- **By Online Comment Form**

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



- **By Email**

- » san.francisco_san.jose@hsr.ca.gov



- **By Mail**

- » To “San Francisco to San Jose Project Section: Draft EIR/EIS,” 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113



- **Verbal Comments***

- » Public Hearing on August 19th

COVID-19 UPDATE

Due to public health and safety requirements concerning the coronavirus, the public hearing for the Draft EIR/EIS may need to occur online and/or by teleconference only. Please check the Authority website (www.hsr.ca.gov) for more information, including up-to-date information on the planned hearing.





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