



**Local Policy Maker Group
Meeting Agenda**

Thursday, February 23, 2017

6:00 – 7:30 PM

Caltrain Offices

Bacciocco Auditorium 2nd Floor

1250 San Carlos Avenue

San Carlos, CA 94070

- I. Introductions**
- II. High-Speed Rail Program Update**
 - a. Statewide Update
 - b. San Francisco to San Jose Project Section Update
 - i. Milestone Schedule
 - ii. Range of Alternatives Presentation
- III. Public Comments**
- IV. LPMG Member Comment/Requests**
- V. Adjourn**

Next Meeting: March 23, 2017 (Caltrain), April 27, 2017 (High-Speed Rail)



Memorandum

Date: February 23, 2017
To: CalMod Local Policy Maker Group (LPMG)
From: Ben Tripousis, Northern California Director, California High-Speed Rail Authority
Re: High-Speed Rail Program Overview & Update

Statewide Update

February Authority Board Meeting

The California High-Speed Rail Authority (Authority) Board of Directors met on February 14, 2017. The meeting agenda (found [here](#) on the Authority website) included funding Construction Package 1 DesignBuild Services Contract to reconcile provisional sums for PG&E and AT&T utility relocation, amending the agreement with Caltrans for the State Route 99 Realignment Project, and awarding contracts for Right-of-Way Services.

Additionally, CEO Jeff Morales presented an update on the environmental milestones schedule, which showed a change from the environmental schedules presented in the 2016 Business Plan. We are now targeting identifying all preferred alternatives for the remaining Phase 1 project sections by or before the end of 2017 with draft environmental documents for public review soon thereafter. The environmental schedules were updated at this time based on a wealth of additional information resulting from work completed on technical studies, environmental reviews and enhanced coordination with our federal, local and state partners to ensure we secure all necessary approvals as efficiently as possible. In addition, the Authority intends to ask the Trump Administration to expedite the federal environmental reviews for this vital infrastructure project, pursuant to President Trump's recent *Executive Order Expediting Environmental Reviews and Approvals for High Priority Infrastructure Projects*, to cut red tape and continue creating thousands of jobs.

Regardless of the updated environmental schedules, this does not affect our current construction on the Silicon Valley to Central Valley Line and we will advance preliminary engineering, ensure the major procurements are ready to issue immediately upon federal clearance and complete right of way mapping and surveying before the final alignment selection and Notice of Determination (NOD)/Record of Decision (ROD) to move more quickly into acquisition. The updated environmental schedules can be found in the [Operations Report](#).

The next Authority Board meeting will be on March 15, 2017 in Sacramento.

ConnectHSR Vendor Registry

The Authority launched ConnectHSR, a free online vendor registry that will provide businesses, large and small, with a quick and easy way to connect to high-speed rail business opportunities. You can learn more about all that the vendor registry has to offer by reading the [ConnectHSR Fact Sheet](#) or get registered now at [ConnectHSR.com](#).

Small Business Workshop in San Jose on March 10

The Authority, in partnership with the Office of California State Senator Jim Beall and the City of San Jose, are hosting a free Small Business Enterprise Certification Workshop on Friday, March 10 from 9:00 a.m. to 1:00 p.m. in San Jose at the Mexican Heritage Plaza. The workshop will provide hands-on technical assistance for on-the-spot online certification from the California Department of General Services (DGS). Information on Federal 8(a) and Disadvantaged Business Enterprise (minority and women-owned) certifications will also be provided. See the event flyer [here](#).

Central Valley Manufacturer Casting Largest Girders in State History

Con-Fab California is a Central Valley manufacturer of structural precast, prestressed concrete located in Lathrop, California. They are under contract to build all girders for bridges and overpasses within Construction Package 1, the first 32-miles of the California high-speed rail project. That includes what Con-Fab says are the largest girders ever cast in California. In the video found [here](#), Con-Fab Chief Engineer Brent Koch explains the company's role in the high-speed rail project, just how big these girders are and how they are all-American made.

January Construction Update

Working through a rainy January, the California high-speed rail program continues to expand, adding more work sites with several more coming online through 2017. To find out the latest information about High-Speed Rail construction, visit www.BuildHSR.com or read the January Construction Update [here](#).

San Francisco – San Jose Project Section Update

Environmental Milestone Update

We continue to be committed to environmental clearance as quickly as possible in order to provide clarity to local communities, stakeholders and regional partners as to the route and station locations and be shovel ready to facilitate intermediate improvements as funding is available.

The Authority continues to move forward with environmental analysis and technical review and the below dates reflect the revised environmental milestones:

- Spring 2017 – Ongoing design and technical analysis, station planning and outreach
- Summer 2017 – Identify a Staff Recommended Preferred Alternative
- Fall 2017 – Release the Draft Environmental Document, public comment period
- 2018 – Release the Final Environmental Document and Record of Decision

Range of Alternatives

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

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

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

Community Working Group Meetings

The third round of Community Working Group (CWG) meetings for the San Francisco to San Jose Project Section occurred in late January and early February 2017:

- Monday, January 30: San Mateo County CWG Meeting at Millbrae Library
- Tuesday, January 31: Santa Clara County CWG Meeting at Santa Clara Central Park Library
- Thursday, February 2: San Francisco CWG Meeting at Bay Area Metro Center

During the CWG meetings, the Authority reviewed the Range of Alternatives for the San Francisco to San Jose Project Section. This discussion entailed the similarities and differences of the proposed locations of the Light Maintenance Facility in Brisbane; passing track alternatives; and the viaduct approach to Diridon Station alternatives. Materials from each CWG meeting can be found on the website [here](#).

Recent and Upcoming Outreach Activities:

The Authority continues to meet with a variety of stakeholder groups throughout the corridor. Below is a recap of recent and upcoming outreach activities:

- Briefings to Elected Officials and City/County Staff
 - San Bruno City Council Presentation
 - Millbrae City Council Presentation
 - City/County Staff Coordinating Group (CSCG) Meeting
- SAMCEDA Presentation
- San Francisco Chamber of Commerce Presentation
- Little Hollywood Neighbors Presentation
- Friendly Acres Neighborhood Association Presentation
- Bayview Hill Neighborhood Association Presentation: March 6
- Old Quad Residents Association Meeting: March 14
- Open House Meetings: April (Dates TBD)

Upcoming CSCG and LPMG Meetings

March's CSCG and LPMG meetings will be hosted by Caltrain. The next Authority-hosted CSCG meeting is scheduled for Wednesday, April 19, 2017 and the next LPMG meeting scheduled for Thursday, April 27, 2017.

CalMod Local Policy Maker Group (LPMG) Members

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



CALIFORNIA
High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Local Policy Maker Group
Thursday, February 23, 2017
San Carlos, California

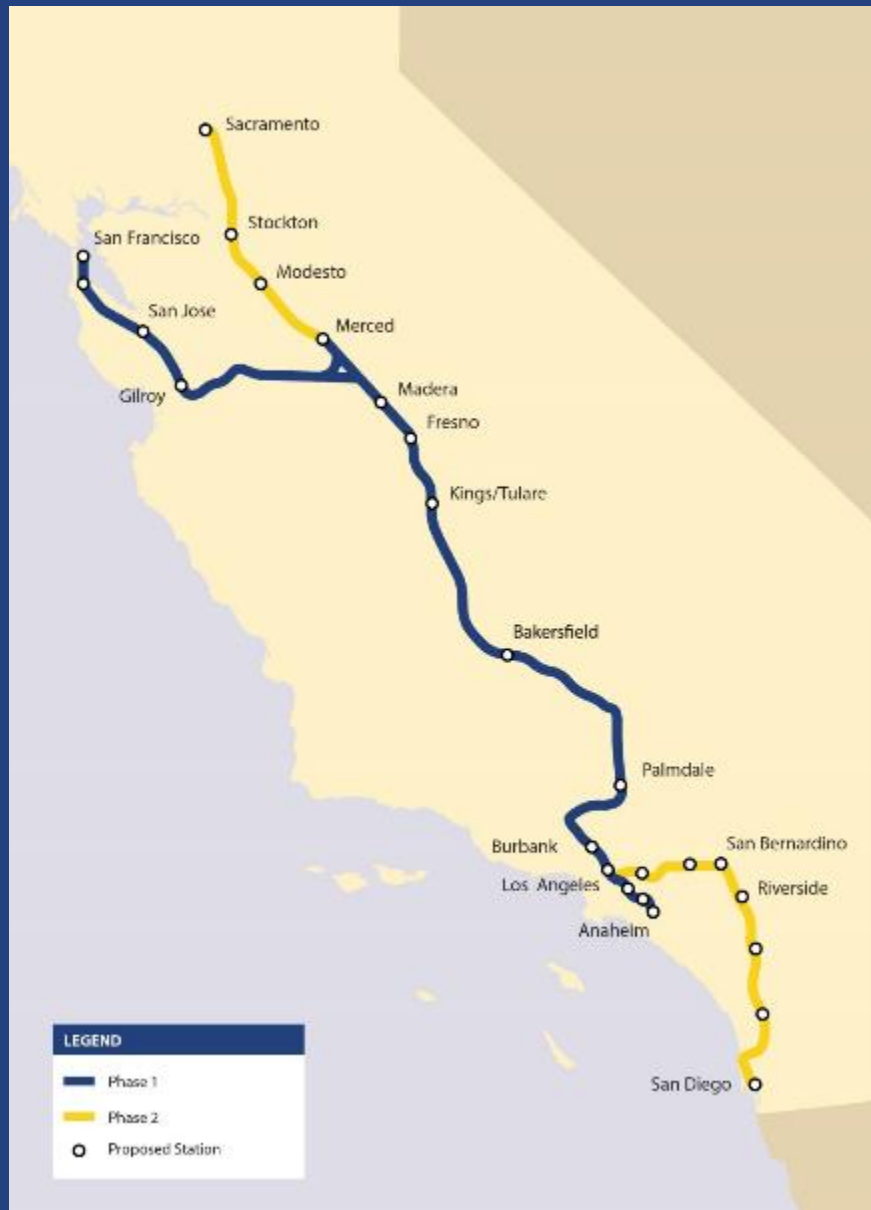


INTRODUCTIONS

CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE

Jeff Morales, CEO

HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



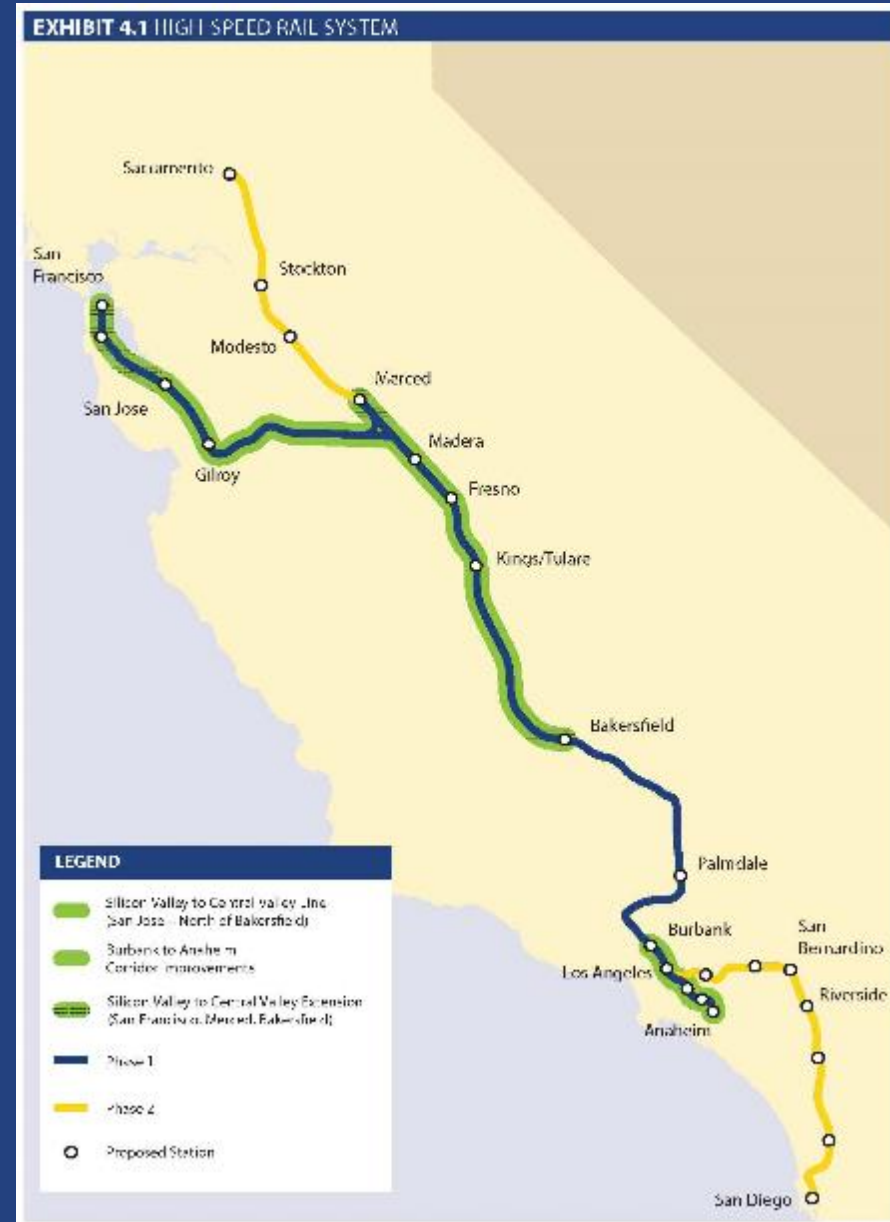
Better Air Quality



Job Growth

2016 BUSINESS PLAN: Key Highlights

- Capital Cost Reduction:
 - » \$67.6 Billion (2014) to \$64.2 Billion
- Silicon Valley to Central Valley Line
 - » Operational by 2025
 - » San Jose-North of Bakersfield
 - » \$20.7 Billion – Fully Fundable
- Extension to San Francisco, Merced & Bakersfield
 - » Operational by 2025
 - » Additional \$2.9 Billion – Seek Federal Funds
- Phase 1 (San Francisco-LA/Anaheim)
 - » Operational by 2029



HIGH-SPEED RAIL: It's Happening!

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately \$3 Billion Investment



CONSTRUCTION VIDEO

CONNECTING CALIFORNIA: Northern California

- Improves Mobility & Upgrades Bay Area Transportation Infrastructure
- Connects Bay Area to Central Valley
- Blended System Along Peninsula
- Multi-Model Transportation Hubs
 - » Transbay Transit Center
 - » Millbrae-SFO
 - » San Jose Diridon Station
 - » Gilroy Station



THE BLENDED SYSTEM: What it Means

- Reduced Costs
- Increased Ridership Capacity & Service
 - » Primarily Shared Two Track System on Caltrain Corridor
- Environmental Benefits:
 - » Improved Regional Air Quality
 - » Reduction of Greenhouse Gas Emissions
- Improved Safety
 - » Positive Train Control
 - » Early Earthquake Warning System
 - » Quad Gates, Fencing & Grade Separations

THE BLENDED SYSTEM: How We Got Here

- 2004: Early Planning for a Shared Corridor
- 2009: Planning Advanced
- 2012: Revised 2012 Business
- 2012: Senate Bill 1029
- 2012/13: Regional MOU
- 2016: Regional MOU Supplement

THE BLENDED SYSTEM: The State's Investment

- High-Speed Rail:
 - » \$713 Million for PCEP
 - » \$105 for PTC
- TIRCP:
 - » \$20 Million for PCEP



SAN FRANCISCO TO SAN JOSE PROJECT SECTION UPDATE

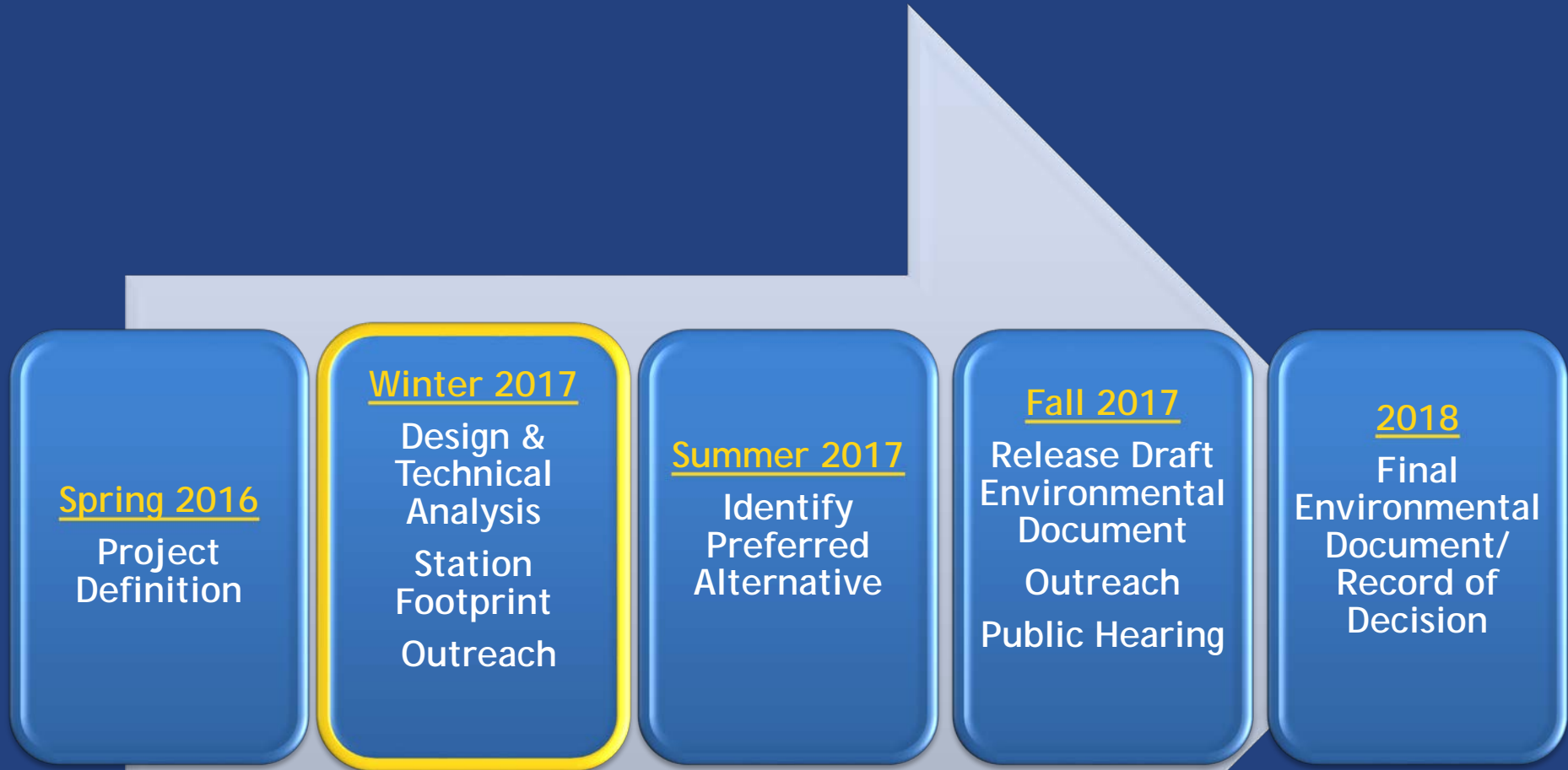
Ben Tripousis

SAN FRANCISCO TO SAN JOSE: Overview



- 51-Mile Corridor
- Two Alternatives along the blended service alignment
 - » Common Project Elements
 - » Range of Alternatives
- Stations Being Studied:
 - » San Francisco (4th and King)
 - » Millbrae (SFO)
 - » San Jose (Diridon)

MILESTONE SCHEDULE*



*Preliminary/Subject to Change

ENVIRONMENTAL REVIEW PROCESS UPDATE

Winter

- Range of Alternatives developed and under public review

Spring

- Biological, cultural and socioeconomic studies underway, with site visits scheduled.

Summer

- Preferred Alternative developed with public input

Fall

- Draft Environmental Impact Report and Statement

**RANGE OF ALTERNATIVES
UNDER CONSIDERATION**

Will Gimpel

SAN FRANCISCO TO SAN JOSE: Range of Alternatives

Alternative A

Alternative B



SAN FRANCISCO TO SAN JOSE: Range of Alternatives

Alternative A	Alternative B
Light Maintenance Facility - Brisbane East	Light Maintenance Facility - Brisbane West
No Additional Passing Tracks	Additional Passing Tracks
Aerial Approach to Diridon - Short Viaduct	Aerial Approach to Diridon - Long Viaduct

LIGHT MAINTENANCE FACILITY: Range of Alternatives

Alternative A	Alternative B
<p data-bbox="185 318 852 425">Light Maintenance Facility - Brisbane East</p> <ul data-bbox="92 508 880 682" style="list-style-type: none"><li data-bbox="92 508 880 682">• Relocates Bayshore Station Southbound platform to south end of existing station	<p data-bbox="1078 318 1744 425">Light Maintenance Facility - Brisbane West</p> <ul data-bbox="981 508 1769 748" style="list-style-type: none"><li data-bbox="981 508 1769 748">• Relocates Bayshore Station Southbound platform and east parking lot to south end of existing station

- **Similarities:**

- » Allows for planned Geneva Avenue
- » Reconstructs Tunnel Avenue Overcrossing
- » Approximately 108 acres (West) and 114 acres (East)
- » Caltrain Bayshore Station maintains planned connection to Schlage Development
- » Caltrain Bayshore Station near existing location, Northbound platform in current location
- » Yard Lead Flyover at Caltrain Bayshore Station

PROPOSED PASSING TRACKS: Range of Alternatives

Alternative A	Alternative B
<p data-bbox="170 359 873 411">No Additional Passing Tracks</p> <ul data-bbox="92 488 904 959" style="list-style-type: none"><li data-bbox="92 488 904 773">• Would use existing four-track sections on the corridor at Lawrence, Redwood City, and Brisbane, similar to the Caltrain Baby Bullets<li data-bbox="92 788 904 959">• Millbrae 4-track station will provide another opportunity for passing	<p data-bbox="1008 359 1812 468">Passing Track Option in the Mid-Peninsula</p> <ul data-bbox="989 545 1754 654" style="list-style-type: none"><li data-bbox="989 545 1754 654">• Multiple options in evaluation; one to be selected for EIR/EIS

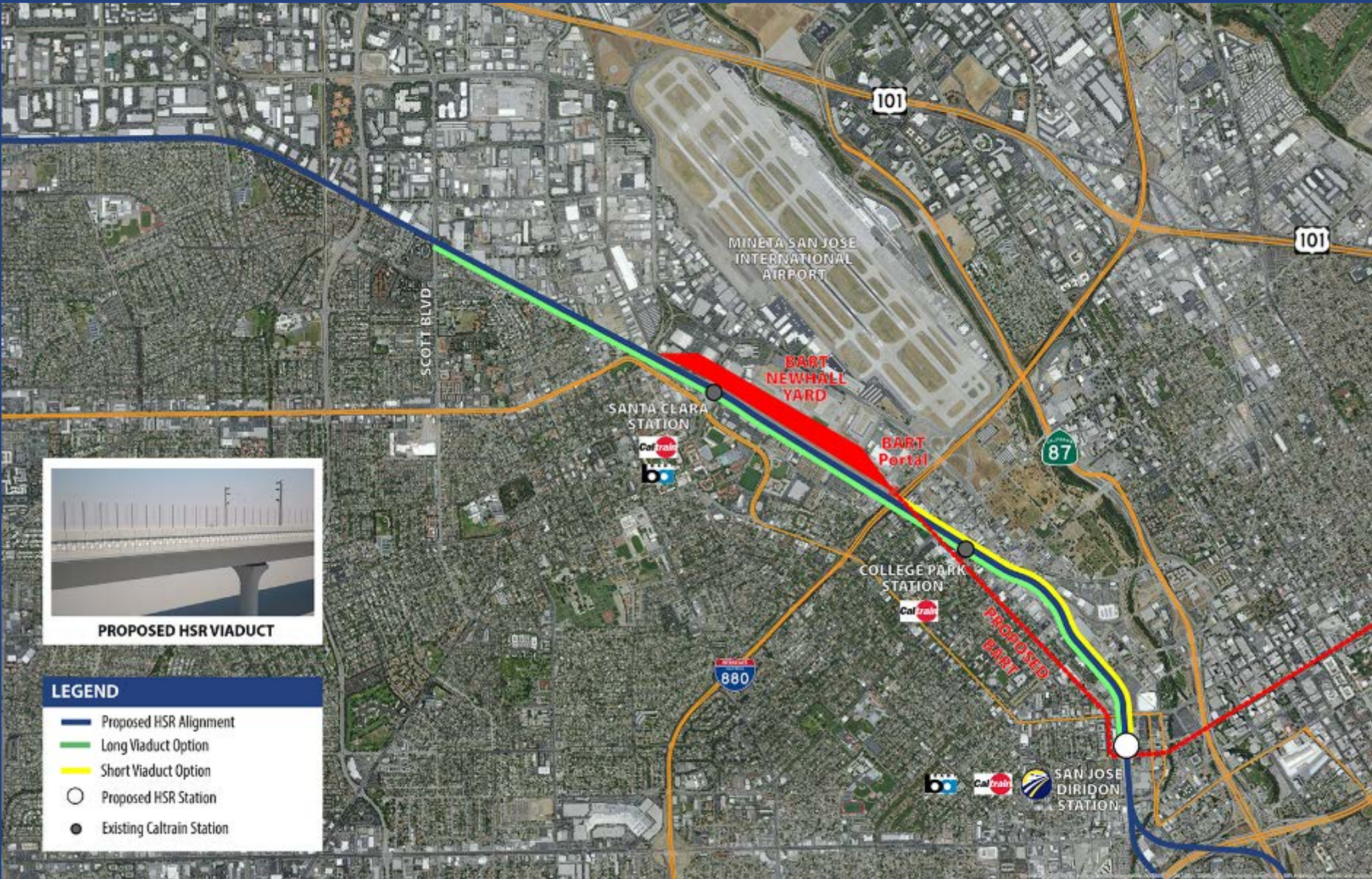
PROPOSED PASSING TRACKS: Range of Alternatives



APPROACH TO DIRIDON: Range of Alternatives

Alternative A	Alternative B
<p data-bbox="183 335 859 449">Aerial Approach to Diridon - Short Viaduct:</p> <ul data-bbox="92 521 917 956" style="list-style-type: none"><li data-bbox="92 521 917 699">• Alternative A aerial viaduct would start at I-880 for Diridon Station<li data-bbox="92 714 753 763">• Shorter elevated section<li data-bbox="92 778 830 892">• Need to move Union Pacific Railroad tracks<li data-bbox="92 906 531 956">• Wider footprint	<p data-bbox="1072 335 1748 449">Aerial Approach to Diridon - Long Viaduct:</p> <ul data-bbox="981 521 1787 956" style="list-style-type: none"><li data-bbox="981 521 1787 699">• Alternative B aerial viaduct would start at Scott Boulevard for Diridon Station<li data-bbox="981 714 1632 763">• Longer elevated section<li data-bbox="981 778 1709 892">• Do not need to move Union Pacific Railroad tracks<li data-bbox="981 906 1506 956">• Narrower footprint

APPROACH TO DIRIDON: Alternatives Comparison



SAN FRANCISCO TO SAN JOSE: Common Project Elements

Common Project Elements *(same in both Alternatives)*

San Francisco 4th & King Station Modifications

- Dedicated platforms

Millbrae Station Modifications

- Dedicated platforms

Operations

- 110 MPH
- 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction in the peak period
- Track modifications are required to support higher speeds

Safety modifications at 39 at-grade roadway crossings

Address hold-out rule at Broadway and Atherton Caltrain Stations. (And at College Park Caltrain Station with Alternative A)

Note: At-Grade at Diridon still being studied.

OUTREACH UPDATE & BUSINESS OPPORTUNITIES

Morgan Galli

SAN FRANCISCO TO SAN JOSE: Outreach Update

- **Community Working Groups**

- » Meetings held in late January/early February
- » Topics included
 - Statewide Update & Range of Alternatives

- **Recent Outreach Activities**

- » Briefings to Elected Officials
 - San Bruno City Council Presentation
 - Millbrae City Council Presentation
- » Briefings to Business and Community Groups
 - SAMCEDA
 - San Francisco Chamber of Commerce
 - Little Hollywood Neighbors (San Francisco)
 - Friendly Acres Neighborhood Association (Redwood City)

- **Upcoming Outreach Activities**

- Bayview Hill Neighborhood Association (San Francisco) – March 6
- Old Quad Residents Association (City of Santa Clara) – March 14
- Open House Meetings – April (dates TBD)



CONNECTHSR: High-Speed Rail Vendor Registry

- Free Online Tool to Connect with Business Opportunities
- Open to All Businesses, Both Large & Small
- Describe & Connect Your Business:
 - » Type of Business
 - » Services Offered or Supplies Sold
 - » Service Counties
 - » Certifications
- Learn About:
 - » Future Contracting Opportunities
 - » Trainings/Workshops
- Register at www.connecthsr.com



FREE SMALL BUSINESS WORKSHOP



- Friday, March 10, 2017
- 9:00 a.m. – 1:00 p.m.
- Mexican Heritage Plaza

1700 Alum Rock Avenue
San Jose, CA 95116



- **Opportunities for Business Owners Include:**
 - » Networking
 - » Presentations from Sen. Jim Beall, San Jose Mayor Sam Liccardo
 - » Breakout Sessions
 - DGS On-the-Spot Small Business Certification Workshop
 - Learn about Disadvantaged Business Enterprise (DBE) Certification

PUBLIC COMMENT

LPMG MEMBER COMMENT/REQUESTS

THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: 1-800-435-8670

Email: san.francisco_san.jose@hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
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