

City of Brisbane

Memo

Date: Meeting of January 14, 2012
To: Honorable Mayor and City Council
From: Clayton Holstine, City Manager
RE: Time sensitive Council Subcommittee appointments

With the resignation of Mayor Pro Tem Richardson, there is a more urgent need to appoint a replacement on some of the Council Subcommittees or for representation on outside boards that she served on.

They are:

City Council Subcommittees:

- Finance & Labor Negotiations Subcommittee
- City Attorney Recruitment
- Planning Issues Subcommittee

Representation on other Boards: *see attached meeting schedules and info*

- Airport Roundtable
- Peninsula Cities Consortium (PCC) – Dealing with High Speed Rail
(as part of this appointment Sepi also attended the San Mateo County Rail Corridor Partnership and the CalMod Local Policymakers Group)

The Council will review the complete Subcommittee list at a future meeting.

SFO Roundtable Meetings

Meetings | Schedule & Location | Bylaws

- About
- Meetings
- Programs
- Resources

Meetings

Regular Meetings of the Roundtable are scheduled six times per year, on the first Wednesday during the months of February, March, May, June, September and November. Regular Meetings begin at 7 pm at the Dave Chetcuti Community Room at Milbrae City Hall. Special meetings and workshops are held as needed.

Agendas are available to the public at least 72 hours prior to a Regular Meeting.

Subcommittee Meetings are scheduled throughout the year, on and as needed basis, as determined during the Regular Meetings.

Peninsula Cities Consortium (PCC)

Members:

Chair - Patrick Burt, City of Palo Alto
Vice Chair – Cathy Baylock, City of Burlingame
Jerry Carlson, City of Atherton
Christine Wozniak, City of Belmont
Sepi Richardson, City of Brisbane
Rich Cline, City of Menlo Park

Meeting

Friday, January 11, 2013
8:15 a.m.
Atherton Council Chambers
94 Ashfield Road
Atherton, CA 94027

Agenda

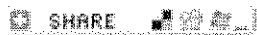
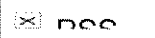
1. Public Comment
2. Adoption of Minutes
 - a. December 7, 2012
3. Update on the new Caltrain Modernization Local Policymakers Group
4. California High Speed Rail Authority Recent Actions
5. City Reports
6. Legislative Report
7. Future Meetings
 - a. February 8, 2013 (Atherton)
8. Adjourn

AMERICANS WITH DISABILITY ACT (ADA)

Persons with disabilities who require auxiliary aids or services in using PCC facilities, services or programs or who would like information on the PCC's compliance with the Americans with Disabilities Act (ADA) of 1990, may contact (650) 329-2550 (Voice) 24 hours in advance.

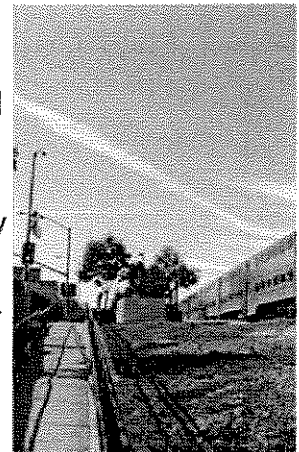
PUBLIC COMMENT

Members of the Public are entitled to directly address the PCC concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Council/Committee on any issue that is on this agenda, please complete a speaker request card located on the table at the entrance to the meeting, and deliver it to the City Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the PCC, but it is very helpful.

[Home](#)[Get Educated](#)[About PCC](#)[Contact Us](#)[City Reps](#)[Accomplishments](#)[Upcoming Events](#)[Contact Us](#)

About PCC

Cities along the Peninsula have joined together to provide input into the process of reviewing and constructing the high speed rail project between San Francisco and San Jose. Although each city faces unique and specific location challenges, all Peninsula cities share many similar concerns and the strong underlying belief that particular care must be taken to integrate high speed rail into the living fabric of the Peninsula.



Our objective is to have the California High Speed Rail collaborate with the Peninsula Cities Consortium and in determining the alignment, the range of alternative mitigations. We believe that the final design should impacts, improve the quality of life in local communities and incorporate the best urban design ideas.

Member Cities

The cities of Palo Alto, Menlo Park, Atherton, Burlingame, and San Bruno are members of the Peninsula Cities Consortium. We invite other cities on the Caltrain corridor to join the consortium. Click on the city links on the left to learn more about what each city has to offer.

Palo Alto Council Member Pat Burt is the 2012 chair of the consortium. Council Member Cathy Baylock is vice-chair of the consortium.

[Click here to email representatives from the six men](#)

Five Cities Call for Common S High Speed Rail Planning

In a statement issued July 6, the five cities - Palo Alto, Atherton, Belmont and Burlingame - announce, "High speed rail should be built right or not at all. By 'right,' we mean that it should integrate into our communities without harming them. The best design and community values, rather than politics, should determine the alignment."

Statement of Principles

Cities along the Peninsula are joining together to participate in the process of reviewing and constructing the high speed rail between San Francisco and San Jose. Although each city faces unique and location specific challenges, Peninsula cities share common concerns and the strong underlying belief that participation is essential to integrate high speed rail into the living fabric of the Peninsula.

Our objective is to have the California High Speed Rail Authority collaborate with the Peninsula Cities Consortium and local cities in determining the alignment, the range of alternative designs. We believe that the final design should minimize local impacts, protect the quality of life in local communities and incorporate local design ideas.

Contact

You can contact the Peninsula Rail group today. Get involved and get connected!

City Representatives

PCC Chair: Pat Burt of Palo Alto City Council

PCC Vice Chair: Cathy Baylock of Burlingame City

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Atherton:

Vice Mayor Jerry Carlson (representative), Mayor Eli
(alternate)

Belmont:

Mayor Christine Wozniak (representative), Council M
Feierbach (alternate)

Brisbane:

Council Member Sepi Richardson (representative)

Burlingame:

Council Member Cathy Baylock (representative), Vice
Brownrigg (alternate)

Menlo Park:

Council Member Richard Cline (representative), Cou
Fergusson (alternate)

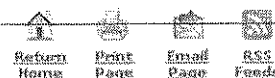
Palo Alto:

Council Member Pat Burt (representative), Council W
(alternate)

PCC Accomplishments

The Peninsula Cities Consortium (PCC) formed in 2009, shortly after voters approved spending \$9 billion on a statewide high speed rail system. The five cities in the consortium are Menlo Park, Atherton, Belmont and Burlingame, and a memorandum of understanding agreeing to work together to ensure that the final design minimizes the impacts on the

City of San Mateo *California*



- Community Workshops
- Context Sensitive Solutions
- Alternatives Analysis
- Environmental Review Process
- History & Background in City of San Mateo
- High Speed Rail Authority Quick Links
- Preliminary ID of Preferred Options
- Project Milestones
- San Mateo County Rail Corridor Partnership
- What Is High Speed Rail

Email Updates
Sign up to have all the important information sent direct to your Inbox!
Sign Up Today!



Contact the City
From the City Clerk to the Waste Water Treatment Plant - all the **phone numbers** you're looking for!



You are here: [Home](#) > [Departments](#) > [Public Works](#) > [Current and Upcoming Projects](#) > [High Speed Rail](#) > **San Mateo County Rail Corridor Partnership**

San Mateo County Rail Corridor Partnership

The City of San Mateo is an active member of the San Mateo County Rail Corridor Partnership. The Partnership was created as a forum for the discussion of high speed rail within the currently proposed Caltrain corridor.

The Partnership has asked for analysis of design options and impacts that will be important to local agency decision-making and has also requested that the High Speed Rail Authority (HSRA) provide specific analysis of design options considered essential to make sure that the high speed rail project was "done right."

Partnership Meetings are open to the public.

Partnership Meetings

Wednesday, July 18, 2012

3:30 pm - 5:00 pm
San Mateo Main Library
Oak Room
55 West 3rd Avenue
San Mateo 94402

Wednesday, February 29, 2012

San Mateo Garden Center
605 Parkside Way, 94403
3:00 pm - 5:00 pm

Agenda

December 21, 2011

The December 2011 meeting of the San Mateo County Rail Corridor Partnership has been canceled. Please check back for details of 2012 meetings.

November 16, 2011

3:00 to 5:00 pm
San Mateo Main Library
Oak Room
55 West 3rd Avenue
San Mateo 94402

Agenda

Agenda Exhibit

September 21, 2011

Agenda

Meeting Summary

August 17, 2011

Agenda

Caltrain Capacity Analysis Update

Caltrain is conducting an analysis of the capacity within their system to determine if a "Blended Alternative" is feasible. The "Blended Alternative" is a concept that looks at the possibility of high speed rail constructed substantially within the existing Caltrain right-of-way, using the existing Caltrain track and infrastructure as much as possible.

Meeting Minute Summary

CalMod Local Policy Maker Group (LPMG)

Location: SamTrans Offices
1250 San Carlos Avenue, 2nd Floor- Bacciocco Auditorium, San Carlos

Date: December 20, 2012
Time: 6:00PM – 7:30PM

Agenda

1. Introduction
2. Information/Discussion Items
 - a. LPMG - S. Murphy
 - b. Corridor Electrification Environmental Process – M. Lee (Attachment A)
 - c. JPB/HSR New/Updated Agreement - S. Murphy (Attachment B)
 - d. HSR/Caltrain Blended System Planning Studies – M. Lee (Attachment C)
3. Public Comments
4. LMPG Member Comments / Requests
5. Next Meeting: January 24, 2013, 6:00PM, SamTrans Offices

Future Item Ticklers:

- *Local Concerns Log*



Memorandum

Date: December 20, 2012

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: Corridor Electrification Environmental Process

Based on the 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor (MOU), Caltrain will update/recirculate the Caltrain Electrification Environmental Assessment/Final Environmental Impact Report (EA/FEIR) completed in 2009.

ICF International, environmental on-call consultant to the JPB, will lead the corridor electrification environmental clearance process. Rich Walters, Project Manager, will provide an overview of the recommended environmental approach, project scope, schedule, and immediate next steps.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as the Peninsula Working Group (Member of the 9-party MOU).



Memorandum

Date: December 20, 2012

To: CalMod Local Policy Maker Group (LPMG)

From: Seamus Murphy, Director, Government and Community Affairs

Re: JPB/CHSRA Agreement

The Peninsula Corridor Joint Powers Board (JPB) and the California High Speed Rail Authority (CHSRA) are in a partnership to share the peninsula rail corridor to provide commuter and high-speed rail services.

The existing 2004 Memorandum of Understanding (MOU) and 2009 Agreement and amendment to the agreement are outdated. A new/updated agreement is needed to reflect current policies defined in the 2012 CHSRA Business Plan, 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor and the JPB resolution #2012-18 adopting the MOU.

Please see attached staff memo to the JPB for more information. This staff item was presented to the JPB in December as an information item. Also in December, a similar memo was prepared by the CHSRA staff and presented to their Board.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as the Peninsula Working Group (Member of the 9-party MOU), and additional public venues as requested.

It is planned to bring this item to the JPB and the CHSRA in January for action.

Attachment B

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: **JPB AND CHSRA AGREEMENT UPATE**

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

The Peninsula Corridor Joint Powers Board (JPB) and the California High Speed Rail Authority (CHSRA) are in a partnership to share the peninsula rail corridor to provide commuter and high-speed rail services. The existing 2004 Memorandum of Understanding (MOU) and 2009 Agreement and amendment to the agreement are outdated. A new/updated agreement is needed to reflect current policies defined in the 2012 CHSRA Business Plan, 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor and the JPB resolution #2012-18 adopting the MOU.

The purpose of the new/updated agreement is to define a new partnership for planning, environmental review, design and construction of a blended system in the peninsula rail corridor.

The blended system is comprised of several interrelated capital projects. The early investment projects are the Caltrain Electrification Infrastructure and advanced signal system projects (commonly known as Communications-based Overlay Signal System (CBOSS) which includes Positive Train Control (PTC)). The remaining additive interrelated capital projects are the Downtown Extension (DTX) Project, San Jose Diridon Station, Millbrae BART/Caltrain Station and Core Capacity upgrades to stations, tunnels, bridges, passing tracks (to be determined) and other track modifications and rail crossing improvements including grade separations (to be determined).

The MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail, as well as other passenger and freight services.

The following principles, consistent with and/or included in the referenced documents above are being considered for inclusion in the new/updated CHSRA and JPB agreement.

The blended system will:

- Primarily utilize existing tracks;
- Remain substantially within the existing JPB right of way;
- Be used by Caltrain, CHSRA, other passenger and freight services; and
- Meet both CHSRA and Caltrain operational requirements.

The JPB as the owner of the rail corridor will:

- Implement the early investment projects defined in the 2012 nine-party MOU;
- Update/Recirculate the Caltrain Electrification Environmental Assessment/Final Environmental Impact Report (EA/FEIR) completed in 2009;
- Lead and complete the advanced signal system by 2015 and electrification by 2019; and
- Implement the projects in a way that respects community partners and stakeholders.

The CHSRA as an investor and tenant in the rail corridor will:

- Incorporate the early investment projects into its next business plan update;
- Release \$705 million of Proposition 1A funding for the early investment projects; and
- Serve as the lead agency for subsequent environmental clearance of additive improvements in the peninsula corridor to support a blended system.

Both the JPB and the CHSRA will:

- Develop an organizational framework to deliver the early investment projects and continue planning for a blended system; and
- Continue the 50/50 cost sharing arrangement to administer and manage delivery of the early investment projects and plan for the blended system.

BUDGET IMPACT

There is no impact to the existing budget.

BACKGROUND

Staff will seek input from the corridor city/county partners as well as the nine-party MOU signatories, on the update of the existing JPB/CHSRA MOU and Agreement. Much of the input gathered from development of the nine-party MOU is relevant and will be considered in developing the new/updated JPB/CHSRA MOU.

Staff will be back to the Board in January requesting approval of a new/updated JPB/CHSRA MOU.

Prepared By: Marian Lee
Executive Officer, Caltrain Modernization Program

650.622.7843



Memorandum

Date: December 20, 2012

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: HSR/Caltrain Blended System Planning Studies

Based on the 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor (MOU), the JPB and the CHSRA are continuing to plan a "Blended System" in the peninsula corridor.

Based on a capacity analysis prepared by LTK Engineering, which determined that a blended system is operationally viable, two planning studies have been prepared over the last several months in response to local concerns and questions:

- Service Plan/ Operations Considerations
- Grade Crossing and Traffic Analysis Study

Staff will provide an overview of the study scopes, preliminary findings and next steps. The nature of the studies is educational and will help inform on-going efforts to define additive system upgrades (beyond corridor electrification) needed to support blended operations.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as other public venues as requested.