

Caltrain Submitted Questions for January 9, 2019 7-9 pm Gardner Community Center

Caltrain and California High Speed Rail Authority has since 2004 have an agreement to cooperatively plan a shared corridor between San Francisco and San Jose. Voters approved \$9 billion for high-speed rail system. Another agreement in 2009 between high-speed rail and modernized Caltrain service for a fully-grade separated four-track system between San Francisco and San Jose but local city opposition resulted in primarily a two-track system to avoid significant impacts to surrounding communities and contain project costs, called the peninsula corridor “blended system”. Caltrain and HSR signed a new agreement in 2013, that commits the two agencies’ to advancing a Blended System for the peninsula corridor and outlines the general path for advancing the Caltrain Modernization Program and the blended system.

1) Why is 3 track blended system proposal not fully-grade separated track system in San Jose at Auzerais Avenue, West Virginia Street and potentially other grade crossings when agreement was for a fully-grade separated track system?

2) Where will Caltrain electrified tracks be physically located, will they be on the Gardner or North Willow Glen side and will private property or parkland be taken ?

3) What is the expected run time, San Jose to San Francisco with an electrified Caltrain?

4) Will there be electrified bullet CalTrains and if so, what is expected time between San Jose and San Francisco?

5) What year is projected for Caltrain Blended Rail system to have operational electric trains?

6) When will Caltrain increase service to Gilroy to reduce congestion on Interstate 101 and San Jose’s streets and damage because riders are driving to Tamien Station to board CalTrain ?

7) Will Caltrain and VTA continue to allow people who do not ride Caltrain or VTA park their vehicles at Tamien Station then take company buses to work ?

8) When will decision by Caltrain and High Speed Rail about what San Jose streets will have a) fully-grade separated crossings, b) at grade barrier crossings c) pedestrian and bicycle bridges or d) will be closed in San Jose be made?

9) Caltrain, one of busiest commuter rail systems has recent substantial increased Peninsula ridership and anticipates further ridership increases as population, housing and business growth, which will require more trains for both San Francisco to San Jose Tamien Station and when Caltrain adds more trains to Gilroy as well as future High Speed Rail to Southern California, as well as other passenger and UP Freight service.

What is the projected ridership and freight growth for the currently proposed 3 track Blended System with the bypass tracks projected to handle before it reaches capacity? How many years will that be?

10) The San Jose Gardner and North Willow Glen neighborhoods that would be negatively affected made a proposed a 4 track solution - a) At Grade electrified 2 tracks for Caltrain and UP in 2019-2022 and b) 2 track elevated overpass above Highway 87 and 280 for High Speed Rail when it is constructed in 2025 or later which was favorably considered by High Speed Rail since it was a cost effective future train and ridership capacity without taking neighborhood homes in future as ridership increases.

What are the reasons that At Grade 3 tracks proposal between Diridon and Tamien Stations is being considered rather than At Grade 2 track and 2 track Elevated Overpass proposal?

11) The Gardner and North Willow Glen diverse neighborhood leaders and residents are seriously concerned that the proposed 3 track Blended System between Diridon and Tamien as planned will not be able to handle future Caltrain / High Speed Rail ridership as well as other passenger and UP Freight service that the neighborhood 2+ 2 track proposed solution was capable of handling ridership growth and additional trains.

What is the an “Futureproof, Flexible, Adaptive, and Innovative” Plan for future ridership growth and additional trains that does not require in future costly additional tracks and taking family homes, church and parkland in diverse and low income neighborhoods that violates the recent statement made to the community working group “Should not create a barrier between neighborhoods on each side of the tracks” that has already been split up by UP tracks, Interstate 280 and Highway 87 ?

12) Caltrain is working on Business Plan that will meet current and future needs what currently will not be adapted until 2020 which is after while High Speed Rail issues their San Francisco to San Jose Environmental Impact Report

How can Environmental Impact Report be accurate without the information about the number of trains and riders and other information from Caltrain Business Plan ?

13) Has Caltrain’s or High Speed Rail engineering consultants conducted Caltrain/California HSR Blended Operations Analysis based on 2 track configuration with bypass tracks, as currently proposed and completed Caltrain/HSR Blended Grade Crossing and Traffic Analysis and Caltrain/HSR Blended Service Plan / Operations Considerations Analysis? If so, when and where can stakeholders see analysis for 2 track configuration with bypass tracks?

14) The Diridon Station Integrated Station Plan envisions Grand Central Terminal for all public transit systems and gateway to downtown, pedestrian friendly and capacity of the transit system is designed for future growth and transit infrastructure is designed to avoid impacts on homes, parks, businesses and community facilities.

Will the Diridon station design for future growth incorporate the ability to add 2 track Elevated Overpass proposal over Interstate 280 and Highway 87 so that train capacity can be increased between Diridon and Tamien Stations without impacts on neighborhood homes, parks, businesses and community facilities?