



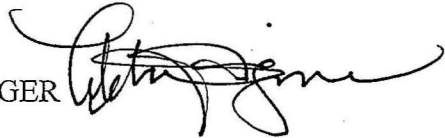
MEETING DATE: 9/6/05

ITEM NO. 6

## COUNCIL AGENDA REPORT

DATE: SEPTEMBER 6, 2005

TO: MAYOR AND TOWN COUNCIL

FROM: DEBRA J. FIGONE, TOWN MANAGER 

SUBJECT: ADOPT A RESOLUTION JOINING THE SILICON VALLEY HIGH-SPEED RAIL COALITION

### RECOMMENDATION:

Adopt a resolution (Attachment No. 1) joining the Silicon Valley High-Speed Rail Coalition.

### BACKGROUND:

In May 2004, the Town Council adopted the attached resolution (Attachment No. 2), supporting the California High-Speed Rail Authority's recommended alignment options for the proposed high-speed rail system as it relates to the northern mountain crossing (San Francisco Bay Area). The alignment options included a route through the Pacheco Pass or a series of tunnels through the Diablo Range to bring high-speed rail into the Bay Area through San Jose. The Authority concluded that entering the Bay Area from the south would offer faster travel times, more frequent service to San Jose, San Francisco and Oakland, higher ridership, and increased revenue.

The Authority also considered and rejected one other Bay Area alignment, known as the Altamont Pass due to complex operational and environmental challenges. It was determined that this option would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the costs of building a new rail bridge across the bay and the environmental hurdles that would need to be overcome make the Altamont Pass alignment impractical.

However, based on comments received during the public process in response to the Authority's program-level Draft Environmental Impact Report/Draft Environment Impact Statement (DEIR/DEIS) in late January 2004 combined with continued pressure from proponents supporting

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Administrative Programs Manager

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Reviewed by: PS Assistant Town Manager AL Town Attorney      Finance  
     Community Development Revised: 8/30/05 11:40 am

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TOWN COUNCIL AGENDA REPORT

SUBJECT: ADOPT A RESOLUTION JOINING THE SILICON VALLEY HIGH-SPEED  
RAIL COALITION

*September 6, 2005*

the Altamont pass alignment option, the Authority decided in September 2004 to re-examine all of the potential alignment options. This re-examination will include a broad study corridor ranging from the Pacheco Pass in the south to the Altamont Pass in the north. It is anticipated that the study will take at least 18 months to complete.

DISCUSSION:

The Silicon Valley High-Speed Rail Coalition has requested that Silicon Valley cities and transportation stakeholders adopt a resolution joining the Coalition and supporting the Coalition's guiding principles (Referred as Exhibit A in Attachment No. 1). The Coalition's guiding principles support the construction of a high-speed rail line entering into northern California through the San Francisco Bay Area from the Central Valley through a Pacheco Pass alignment. According to the Coalition and the Authority's draft DEIR/DEIS, the Pacheco Pass option minimizes environmental impacts and maximizes speed, frequency, and ridership of the high-speed rail service and number of trains serving the region's three largest cities: San Jose, San Francisco, and Oakland.

Opponents of the Pacheco Pass alignment support the Altamont Pass alignment in an effort to use the high-speed rail service as a commuter line connecting the Central Valley and the Bay Area. Aside from the environmental challenges associated with the Altamont Pass option, the Silicon Valley High-Speed Rail Coalition believes this approach is inconsistent with the primary mission of the high-speed rail service, which is to provide a competitive long-distance transit alternative between northern and southern California. The Coalition does support expanding existing commuter services, such as Altamont Commuter Express (ACE) and the Capitol Corridor Intercity Rail Service to serve commuter needs.

Agencies who have adopted resolutions joining the Coalition include, but are not limited to: the Silicon Valley Leadership Group, Santa Clara Valley Transportation Authority (VTA), City of San Jose, San Jose Silicon Valley Chamber of Commerce, and City of Sunnyvale. Legislative representatives supporting the Coalition include Congressman Mike Honda and Los Gatos' representative, California Senator Abel Maldonado. The Santa Clara County Cities Association (SCCCA) will consider joining the Coalition at its September 15, 2005 Board meeting.

Adoption of the attached resolution joining the Coalition would allow the Coalition to publish the Town's name, along with other Coalition members in public information materials advocating support for the Silicon Valley High-Speed Rail and Pacheco Pass alignment. Membership in the Coalition would reinforce the Council's previous support of the Authority's recommended alignment options, which includes Pacheco Pass.

CONCLUSION:

The Silicon Valley High-Speed Rail Coalition has requested that Silicon Valley cities and

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TOWN COUNCIL AGENDA REPORT

SUBJECT: ADOPT A RESOLUTION JOINING THE SILICON VALLEY HIGH-SPEED  
RAIL COALITION

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transportation stakeholders adopt a resolution joining the Coalition and supporting the Coalition's guiding principles. The Coalition's guiding principles support the construction of a high-speed rail line entering into northern California through the San Francisco Bay Area from the Central Valley through a Pacheco Pass alignment. This alignment position was supported and approved by Council in the attached May 2004 resolution. It is recommended that the Council adopt a resolution joining the Silicon Valley High-Speed Rail Coalition.

FISCAL IMPACT:

There is no fiscal impact associated with the adoption of a resolution joining the Silicon Valley High Speed Rail Coalition.

Attachments:

Attachment No. 1: Resolution Joining the Silicon Valley High-Speed Rail Coalition

Attachment No. 2: Resolution Supporting the California High-Speed Rail Authority's Conclusion to Use One of the Two Southern Alignments into the San Francisco Bay Area for the State's Proposed High-Speed Rail System and Staff Report

**RESOLUTION NO:**  
**RESOLUTION OF THE TOWN COUNCIL**  
**TOWN OF LOS GATOS**  
**JOINING THE SILICON VALLEY HIGH-SPEED RAIL COALITION**

**WHEREAS**, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's proposed high-speed rail system, currently intends to run the first leg between Los Angeles and San Francisco through San Jose/Silicon Valley. Ultimately, the line would be extended to Oakland, Sacramento and San Diego; and

**WHEREAS**, the California High-Speed Rail Authority originally recommended two alignment options: (1) through the Pacheco Pass or (2) a series of tunnels through the Diablo Range—to bring high-speed rail into the San Francisco Bay Area through San Jose/Silicon Valley; and

**WHEREAS**, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times, more frequent service to San Jose/Silicon Valley, San Francisco and Oakland, higher ridership, and increased revenue; and

**WHEREAS**, in May 2004, the Los Gatos Town Council adopted a resolution supporting the California High-Speed Rail Authority's recommended alignment options, which included the Pacheco Pass alignment into the Bay Area; and

**WHEREAS**, the Silicon Valley High-Speed Resolution Coalition has requested that the Town of Los Gatos join the Coalition to show its support of high-speed rail and the recommended Pacheco Pass alignment option to provide effective and efficient rail service to the Bay Area.

**NOW, THEREFORE, BE IT RESOLVED**, that the Town of Los Gatos agrees to join the Silicon Valley High-Speed Rail Coalition, support the Coalition Guiding Principles as reflected in Exhibit A, and communicate the Town's position in writing to the California High-Speed Rail Authority.

COUNCIL MEMBERS:

AYES:

NAYS:

ABSENT:

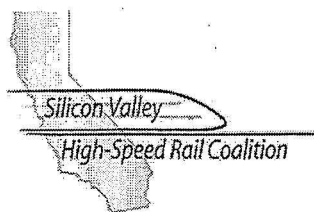
ABSTAIN:

**SIGNED:**

MAYOR OF THE TOWN OF LOS GATOS  
LOS GATOS, CALIFORNIA

ATTEST:

CLERK ADMINISTRATOR OF THE TOWN OF LOS GATOS  
LOS GATOS, CALIFORNIA



## Guiding Principles

Congressman Mike Honda  
Congresswoman Zoe Lofgren  
State Senator Elaine Alquist  
State Senator Abel Maldonado  
Assembly Member Rebecca Cohn  
Assembly Member Joe Coto  
Assembly Member Simon Salinas  
Advocates for Coe Park  
Applied Materials  
Associated General Contractors of California  
California Apartment Association, Tri-County Division  
CELSOC-Santa Clara County Chapter  
City of San Jose  
City of Sunnyvale  
County of Santa Clara  
Gilroy Chamber of Commerce  
Operating Engineers, Local Union No. 3  
Pine Ridge Association  
Sally Probst, housing advocate  
Redwood City-San Mateo County Chamber of Commerce  
SAMCEDA  
Santa Clara Valley Transportation Authority  
San Jose Silicon Valley Chamber of Commerce  
San Jose Convention & Visitors Bureau  
San Jose Downtown Association  
Santa Clara and San Benito Counties Building and Construction Trades Council  
Silicon Valley Leadership Group

The **Silicon Valley High-Speed Rail Coalition** supports the construction of a high-speed rail line connecting northern and southern California as a means of relieving highway and air traffic congestion between the San Francisco Bay Area and Los Angeles, one of the busiest air traffic corridors in the nation.

The Coalition believes the high-speed rail line should enter the San Francisco Bay Area from the Central Valley through a Pacheco Pass alignment and opposes any route between Pacheco Pass and Altamont Pass through the Hamilton Range. We support a Pacheco alignment, because such a route would:

- Maximize the number of trains serving the region's three largest cities—San Jose, San Francisco, and Oakland
- Maximize the speed, frequency and ridership of the high-speed rail service and, therefore its long-term economic sustainability.
- Minimize adverse environmental impacts.
- Follow an existing transportation corridor, rather than creating a new transportation corridor.
- Not pass through or under Henry Coe State Park or through land likely to be annexed into the park in the near future.

### **In addition, the Coalition:**

- Opposes efforts to turn the high-speed rail service into a commuter line connecting the Central Valley and the Bay Area. This would be inconsistent with the primary mission of the high-speed rail service, which is providing a competitive long-distance transit alternative between northern and southern California. The Coalition supports expanding existing commuter service, such as Altamont Commuter Express (ACE) and the Capitol Corridor Intercity Rail Service, to serve this need.
- Supports running high-speed rail along as much of the Caltrain Commuter Rail Service Corridor as feasible. This will reduce the cost of constructing the high-speed rail line as well as improve the speed, frequency, and safety of Caltrain commuter rail service between Gilroy and San Francisco.
- Believes the California High-Speed Rail Authority should make every effort to mitigate adverse environmental impacts on local communities, such as increased noise and traffic disruption, which may be generated by the construction and operation of high-speed rail along the Caltrain corridor.

**RESOLUTION 2004 - 58**

**RESOLUTION OF THE TOWN COUNCIL  
TOWN OF LOS GATOS  
SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL  
AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN  
ALIGNMENTS INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S  
PROPOSED HIGH-SPEED RAIL SYSTEM**

**WHEREAS**, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's high-speed rail system, plans to run the first leg between Los Angeles and San Francisco through San Jose. Ultimately, the line would be extended to Oakland, Sacramento and San Diego; and

**WHEREAS**, the California High-Speed Rail Authority is recommending two alignment options—through the Pacheco Pass or a series of tunnels through the Diablo Range—to bring high-speed rail into the San Francisco Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Commuter Rail Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland; and

**WHEREAS**, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times, more frequent service to San Jose, San Francisco and Oakland, higher ridership, and more revenue; and

**WHEREAS**, the California High-Speed Rail Authority considered and rejected one other Bay Area alignment, known as the Altamont Pass alignment due to financial, operational, and environmental reasons; and

**WHEREAS**, the California High-Speed Rail Authority released its program-level environmental document in late January 2004 and is now in the process of holding a series of public hearings on it throughout the state; and

**WHEREAS**, a southern alignment into the Bay Area, by utilizing the entire Caltrain Commuter Rail Service Corridor, will help Caltrain achieve several of its long-term goals, such as electrification, grade-separating the corridor, and increasing the speed and frequency of the service.

**NOW, THEREFORE, BE IT RESOLVED**, that the Town of Los Gatos supports the California High-Speed Rail Authority's conclusion to use one of the two southern alignments (Pacheco Pass or Diablo Range) into the San Francisco Bay Area for the state's proposed high-speed rail system.

**BE IT FURTHER RESOLVED**, that the Town of Los Gatos will communicate this position to the California High-Speed Rail Authority in writing as part of the public record for the Authority's program-level environmental document.

**PASSED AND ADOPTED** at a regular meeting of the Town Council of the Town of Los Gatos, California, held on the 3rd day of May, 2004 by the following vote:

**COUNCIL MEMBERS:**

**AYES:** Sandy Decker, Diane McNutt, Joe Pirzynski, Mike Wasserman,  
Mayor Steve Glickman.

**NAYS:** None

**ABSENT:** None

**ABSTAIN:** None

**SIGNED:**



**MAYOR OF THE TOWN OF LOS GATOS  
LOS GATOS, CALIFORNIA**

**ATTEST:**



**CLERK OF THE TOWN OF LOS GATOS  
LOS GATOS, CALIFORNIA**






MEETING DATE: 5/3/04  
ITEM NO. 5

## COUNCIL AGENDA REPORT

DATE: MAY 3, 2004

TO: MAYOR AND TOWN COUNCIL

FROM: DEBRA J. FIGONE, TOWN MANAGER 

SUBJECT: ADOPT A RESOLUTION SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN ALIGNMENTS INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S PROPOSED HIGH-SPEED RAIL SYSTEM

### RECOMMENDATION:

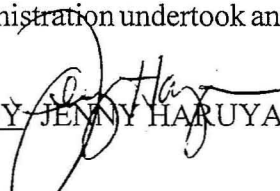
Adopt a resolution (Attachment No. 1) supporting the California High-Speed Rail Authority's conclusion to use one of the two southern alignments into the San Francisco Bay Area for the State's proposed High-Speed Rail System.

### BACKGROUND:

Established in 1996, the California High-Speed Rail Authority is charged with planning, designing, constructing, and operating of a state-of-the-art high-speed train system. The proposed system would provide intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. The proposed high-speed train system is projected to carry as many as 68 million passengers annual by the year 2020.

In June 2000, the Authority adopted a Final Business Plan for an economically viable high-speed train system capable of speeds in excess of 200 miles per hours on a mostly dedicated, fully grade-separated track with state-of-the-art safety, signaling and automated train control systems.

To comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the California High-Speed Rail Authority in cooperation with the Federal Railroad Administration undertook an environmental study in May 2001 to assess the proposed high-

  
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Reviewed by: PSS Assistant Town Manager 1 Town Attorney      Clerk      Finance  
     Community Development Revised: 4/23/04 12:36 pm



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TOWN COUNCIL AGENDA REPORT

SUBJECT: ADOPT A RESOLUTION SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN ALIGNMENTS INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S PROPOSED HIGH-SPEED RAIL SYSTEM

*May 3, 2004*

speed train system for intercity travel in California. Preparation of the environmental study involved more than thirty (30) months of identification, planning, review, and evaluation of travel alternatives and seventeen (17) public scoping meetings, plus several briefings and presentations to large and small resident/community/business groups.

On January 27, 2004, a draft environmental report and impact statement was released for public review. Based on the analysis, the Authority and Federal Railroad Administration identified the high-speed train system as the preferred system alternative to meet California's future intercity travel demands and recommended alignment options for the northern (San Francisco Bay Area) and southern (Central Valley, Los Angeles, and San Diego Areas) mountain crossings.

DISCUSSION:

Upon completion of its environmental analysis, the California High-Speed Rail Authority recommended two alignment options for the proposed high-speed rail system as it relates to the northern mountain crossing (San Francisco Bay Area). The alignment options include a route through the Pacheco Pass or a series of tunnels through the Diablo Range to bring high-speed rail into the Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland. The Authority concluded that entering the Bay Area from the south would offer faster travel times, more frequent service to San Jose, San Francisco and Oakland, higher ridership, and more revenue.

The Authority also considered and rejected one other Bay Area alignment, known as the Altamont Pass due to complex operational and environmental challenges. Following this route, the high-speed rail trains would enter the Bay Area over the Altamont Pass to Union City. From Union City, the trains would then split into three lines—one south to San Jose, another north to Oakland and a third to San Francisco over a new bridge across the bay. Splitting the service into three, rather than two lines, would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the costs of building a new rail bridge across the bay and the environmental hurdles that would need to be overcome make the Altamont Pass alignment impractical. However, proponents of this alternative are pressuring the Authority to reconsider this alignment option.

The Authority will be holding a series of public hearings on results of the environment impact report throughout the State and will address the proposed alignment options. For the Bay Area region, a public hearing has been scheduled for May 26, 2004 at the Isaac Newton Center Auditorium in the Santa Clara County Building. The hearing will open at 3 p.m., with an informational open house, followed by public comments beginning at 4 p.m.

TOWN COUNCIL AGENDA REPORT

SUBJECT: ADOPT A RESOLUTION SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN ALIGNMENTS INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S PROPOSED HIGH-SPEED RAIL SYSTEM

*May 3, 2004*

Agencies supporting the Pacheco Pass/Diablo Range alignment options include, but are not limited to the Santa Clara County Cities Association (SCCCA), Silicon Valley Manufacturing Group (SVMG), Santa Clara County Valley Transportation Authority (VTA), City of San Jose, and the San Jose Chamber of Commerce. The SCCCA has officially taken a position of support regarding the Authority's two recommended alignment options for the Bay Area and is requesting that member cities, including the Town of Los Gatos, adopt resolutions supporting the proposed alignment alternatives. Member cities have also been encouraged to attend the upcoming public hearing. A resolution supporting the recommended alignments has been attached for Council consideration.

CONCLUSION:

On January 27, 2004, the California High-Speed Rail Authority in cooperation with the Federal Railroad Administration released for public review, an environmental impact report, assessing travel alternatives to meet California's intercity travel needs. Based on the analysis, the Authority and Federal Railroad Administration identified the high-speed train system as the preferred system alternative and alignment alternatives for the northern and southern mountain crossings. The proposed alignment locations for the Bay Area include a route through the Pacheco Pass or a series of tunnels through the Diablo Range. The SCCCA has requested that the Town of Los Gatos adopt a resolution supporting the use of one of the two proposed alignments for the State's proposed high-speed rail system as it relates to the San Francisco Bay Area.

FISCAL IMPACT:

There is no fiscal impact associated with the adoption of a resolution supporting the California High-Speed Rail Authority's conclusion to use one of the two southern alignments into the San Francisco Bay Area for the State's proposed high-speed rail system.

Attachments:

Attachment No. 1: Resolution Supporting the California High-Speed Rail Authority's Conclusion to Use One of the Two Southern Alignments into the San Francisco Bay Area for the State's Proposed High-Speed Rail System