CALIFORNIA HIGH-SPEED RAIL
NORTHERN CALIFORNIA REGION

Staff-Recommended State's Preferred Alternative

San Francisco County Transportation Authority Board
Tuesday, July 23, 2019

OBJECTIVE

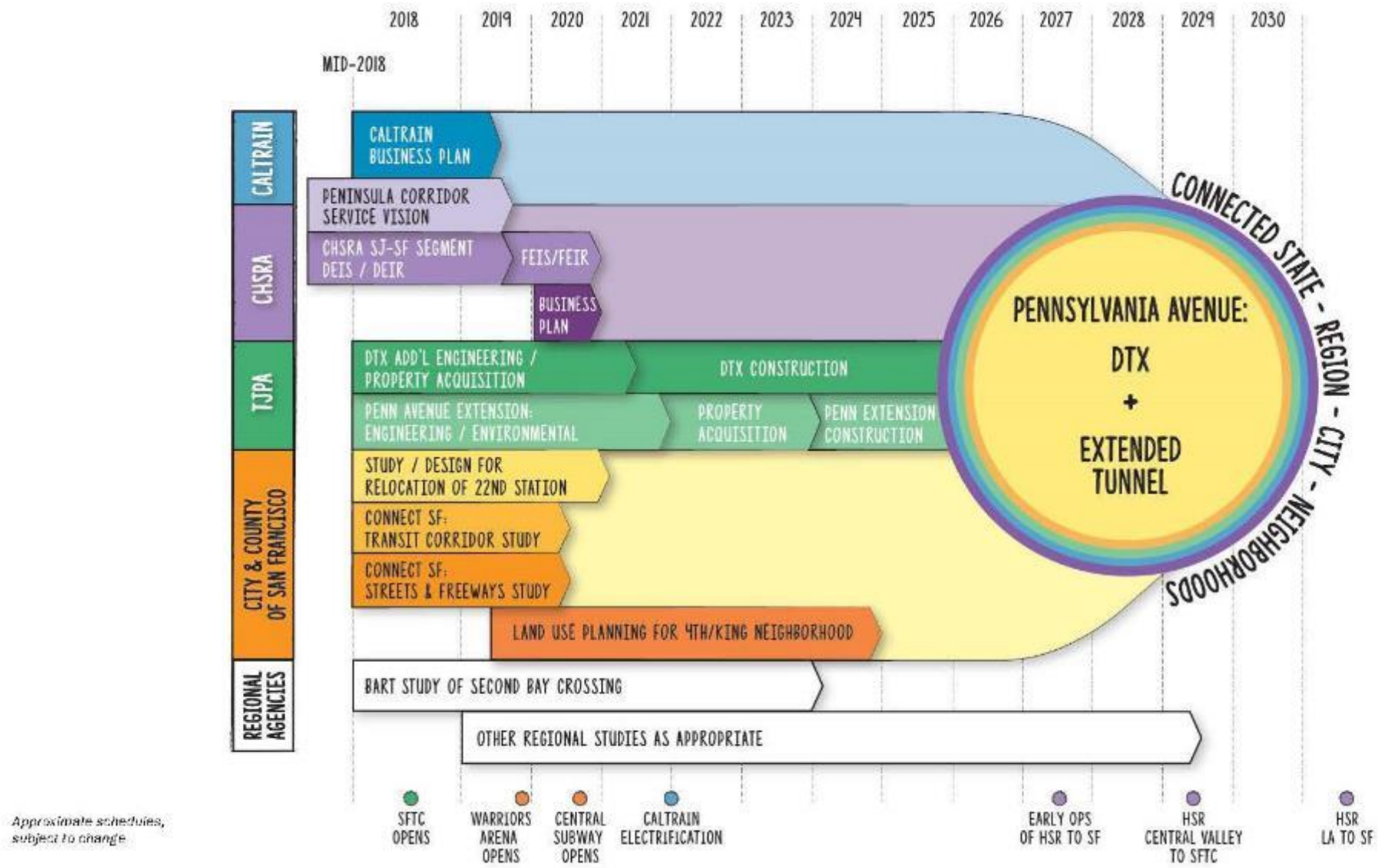
Share **staff-recommended State's Preferred Alternative** and process for identifying the State's Preferred Alternative.

- The staff-recommended State's Preferred Alternative is based on stakeholder input and analyses completed to date.
- All alternatives will be analyzed at an equal level of detail and described in the published Draft EIR/EIS.
- Staff will summarize the comments received during planned outreach and report to the Authority Board for consideration with the recommended State's Preferred Alternative on September 17, 2019.
- Identifying the State's Preferred Alternative does not approve or adopt a preferred alternative for final design or construction.

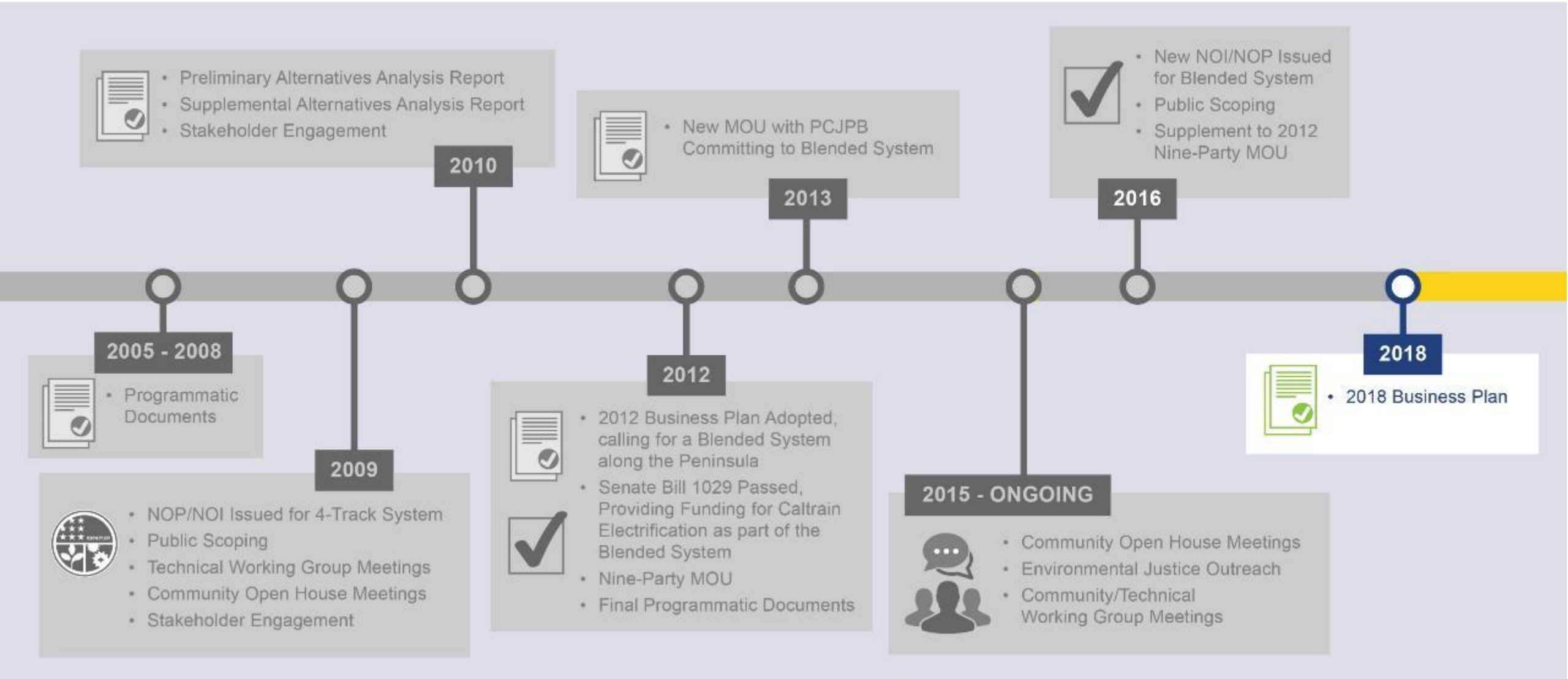
SAN FRANCISCO TO SAN JOSE PROJECT SECTION

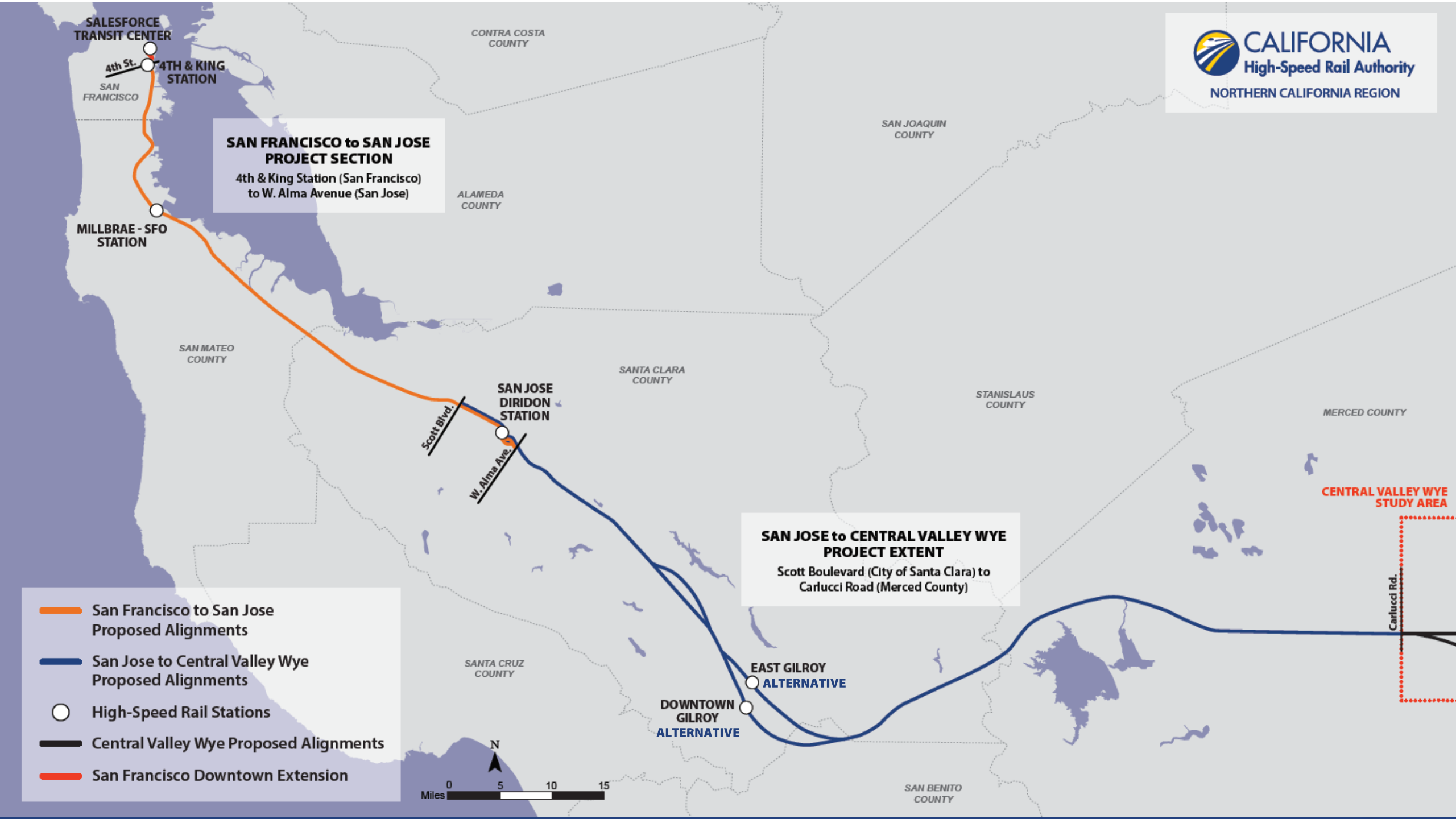
REFINING THE ALTERNATIVES:
Collaboration with Partner Agencies, Stakeholders, and Members of the Public

PROGRAM DEVELOPMENT AND STATUS



HIGH-SPEED RAIL ALTERNATIVES DEVELOPMENT

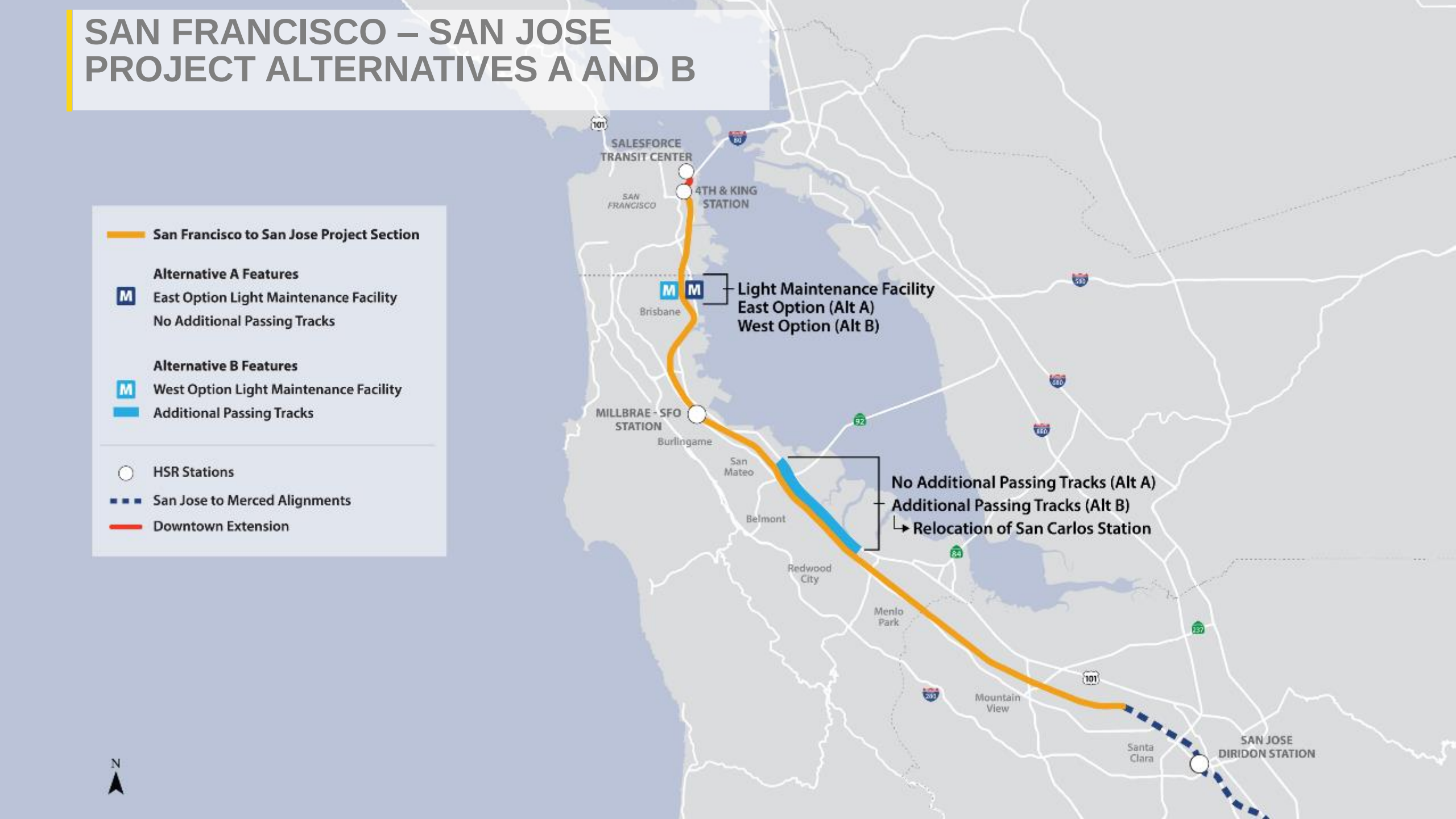



CALIFORNIA
High-Speed Rail Authority
NORTHERN CALIFORNIA REGION
SALESFORCE TRANSIT CENTER
4th St.
4TH & KING STATION
SAN FRANCISCO
CONTRA COSTA COUNTY
SAN JOAQUIN COUNTY
SAN FRANCISCO to SAN JOSE PROJECT SECTION
4th & King Station (San Francisco) to W. Alma Avenue (San Jose)
ALAMEDA COUNTY
MILLBRAE - SFO STATION
SAN MATEO COUNTY
SANTA CLARA COUNTY
STANISLAUS COUNTY
MERCED COUNTY
SAN JOSE DIRIDON STATION
Scott Blvd.
W. Alma Ave.
CENTRAL VALLEY WYE STUDY AREA
SAN JOSE to CENTRAL VALLEY WYE PROJECT EXTENT
Scott Boulevard (City of Santa Clara) to Carlucci Road (Merced County)
Carlucci Rd.
SANTA CRUZ COUNTY
EAST GILROY ALTERNATIVE
DOWNTOWN GILROY ALTERNATIVE
San Francisco to San Jose Proposed Alignments
San Jose to Central Valley Wye Proposed Alignments
High-Speed Rail Stations
Central Valley Wye Proposed Alignments
San Francisco Downtown Extension
N
0 5 10 15
Miles
SAN BENITO COUNTY

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

ALTERNATIVES OVERVIEW

SAN FRANCISCO – SAN JOSE PROJECT ALTERNATIVES A AND B



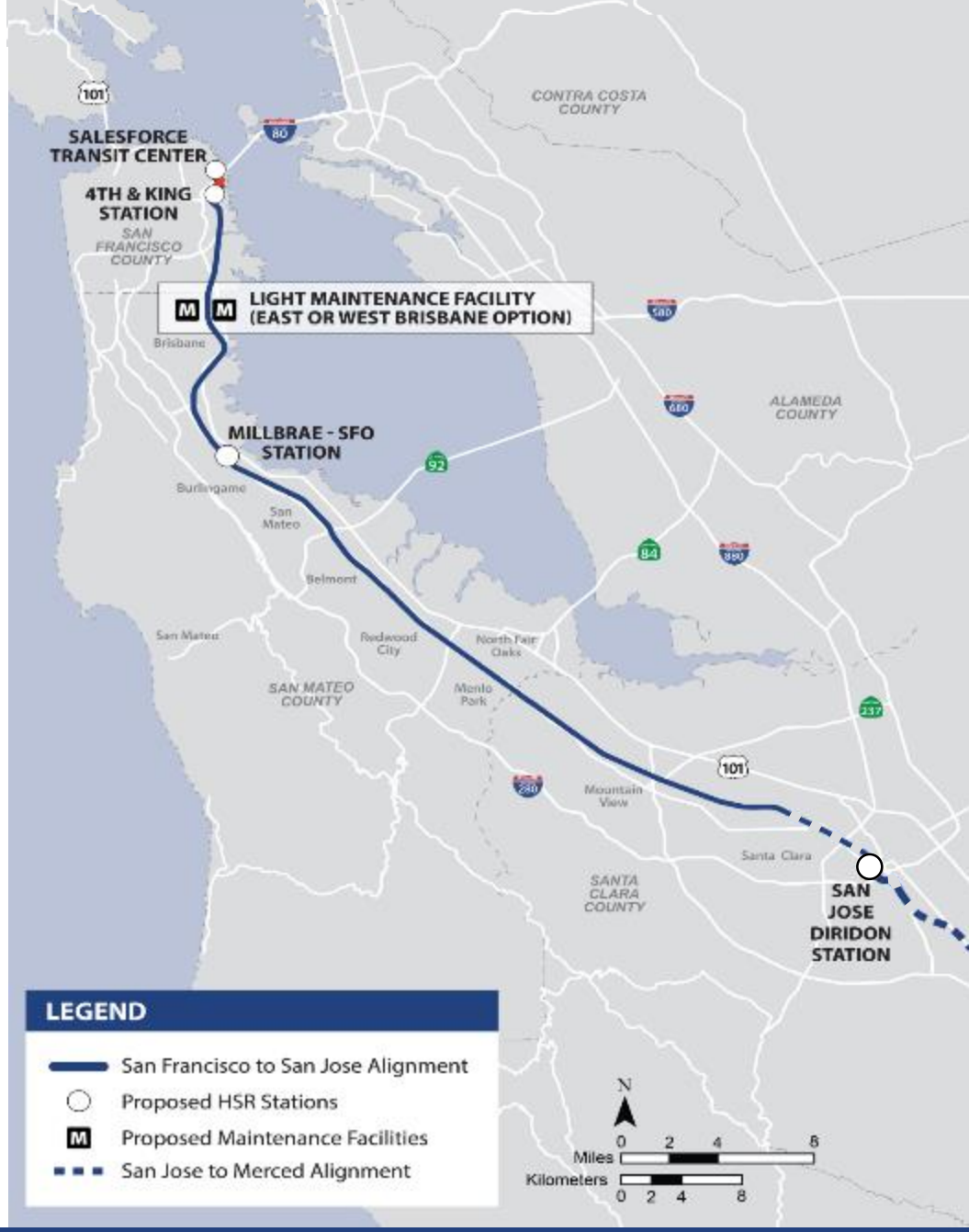
LIGHT MAINTENANCE FACILITY

Alternatives Carried Forward

Brisbane

Alternative A
M East

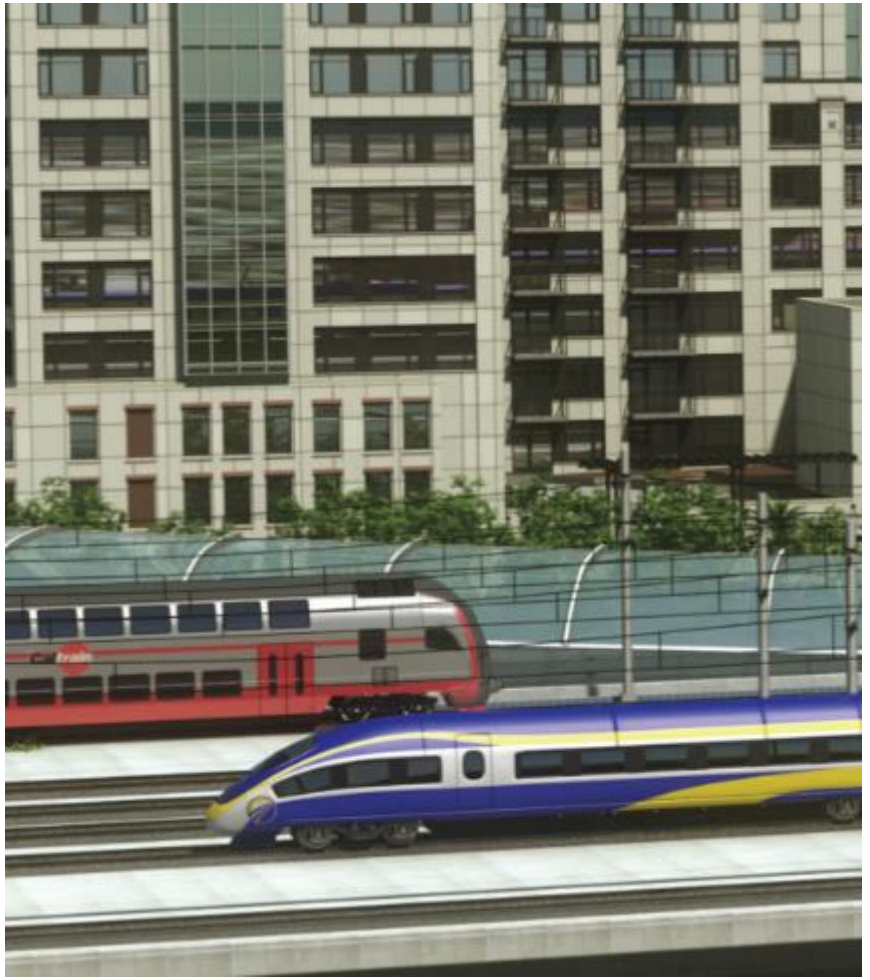
Alternative B
M West



SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

- **High-Speed Rail stations[1]**
  - San Francisco 4th and King
  - Millbrae
- **Up to 110 mph speeds**
  - Track modifications to support higher speeds
- **Peak operations**
  - 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction



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[1] ***Salesforce Transit Center*** *has been environmentally cleared by Transbay Joint Powers Authority and will not be part of the California High-Speed Rail Authority's environmental analysis.*

San Jose Diridon Station *is being evaluated as part of the San Jose to Merced Project Section but will be included in both project sections' environmental analysis.*

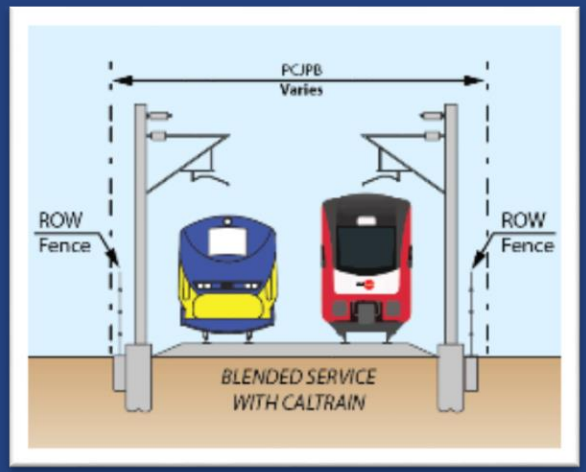
SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

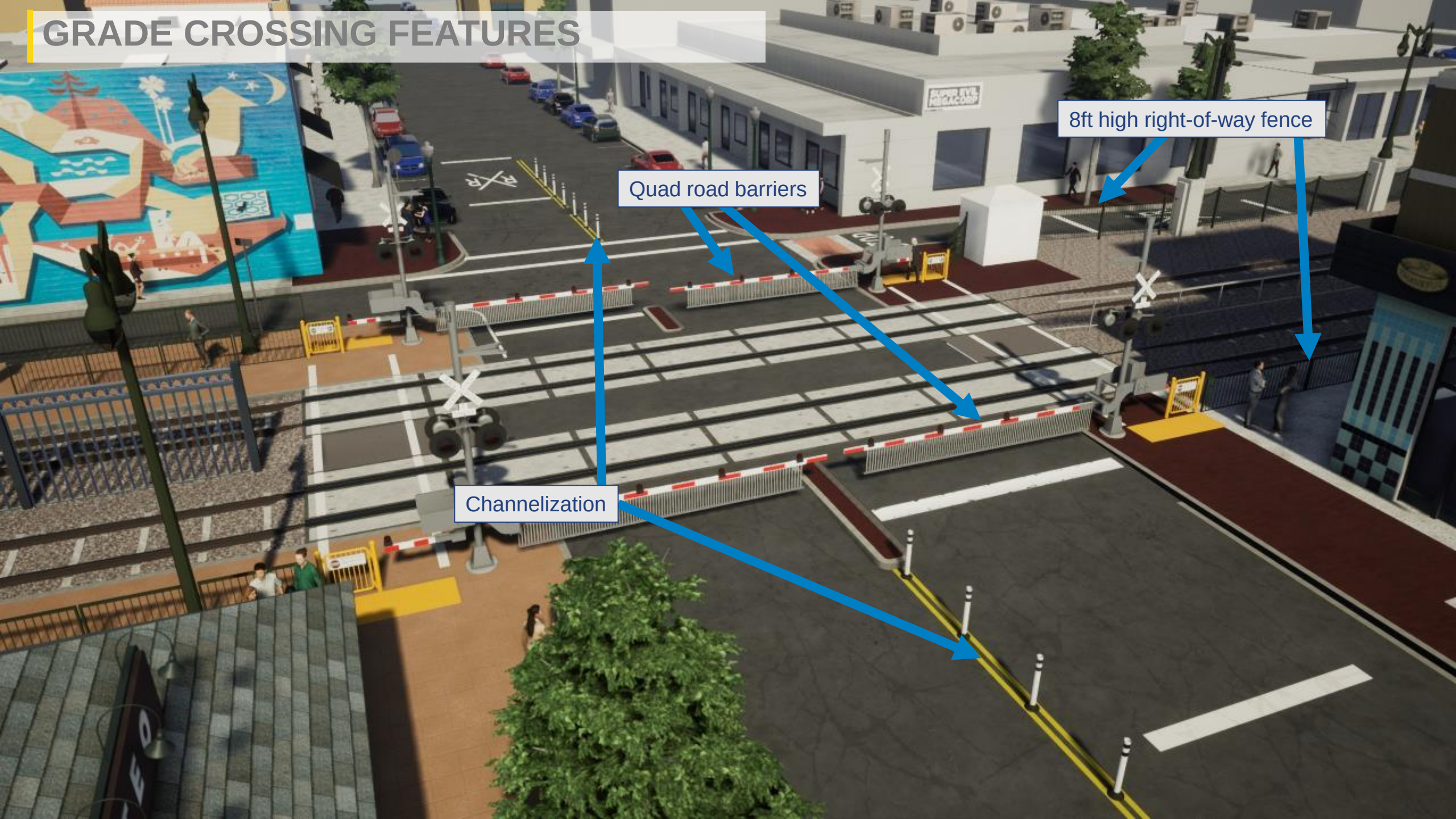
- Remove hold-out rule at Broadway and Atherton Caltrain Stations
- Safety modifications at Caltrain-only stations and at-grade crossings
- Corridor fencing

Blended At-Grade

- Uses Caltrain electrification infrastructure and tracks
- Predominantly within the existing railroad right-of-way
- At-grade tracks with quad gates at each road crossing



GRADE CROSSING FEATURES



SAN FRANCISCO TO SAN JOSE PROJECT SECTION

IDENTIFYING A PREFERRED ALTERNATIVE

FACT SHEETS: TECHNICAL ANALYSIS

CALIFORNIA High-Speed Rail Authority

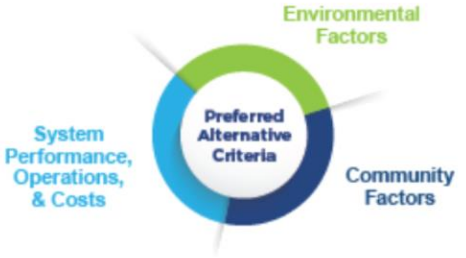
ALTERNATIVES EVALUATION FOR SAN FRANCISCO TO SAN JOSE PROJECT SECTION

WHY IS STAFF RECOMMENDING ALTERNATIVE A AS THE STATE'S PREFERRED ALTERNATIVE?

Teams of rail and environmental planners, engineers, and other specialists in the design and operation of high-speed rail services have undertaken a complex analysis of the two alternatives. The results indicate that each alternative has tradeoffs – advantages and disadvantages. Nevertheless, Alternative A was identified as the staff-recommended State's Preferred Alternative because it provides the best overall balance between system performance, community, and environmental factors. The factors that differentiate the two alternatives are presented in the tables below.

HOW WERE THE ALTERNATIVES EVALUATED?

Alternatives A & B were evaluated by comparing the alternatives across three criteria:[1]



System Performance, Operations, and Costs. The best-performing alternative is **bold**.

CRITERIA	ALT A	ALT B
Alignment length (miles)	42.9	
Speed Capacity (mph)	Up to 110	
HSR Peak Hour Average Representative Travel Time San Francisco to San Jose (minutes)	47	**45**
Proposition 1A Service Travel Time Compliance	✓	✓
Estimated Capital Costs (2017$)	**$2.6 billion**	$3.5 billion
Estimated Annual Operations and Maintenance Costs (2017$)	$78 million	
Caltrain Peak Hour Average Representative Travel Time (minutes)	**63**	65

ALTERNATIVE A – STAFF-RECOMMENDED STATE'S PREFERRED ALTERNATIVE

STATE'S PREFERRED ALTERNATIVE CRITERIA

System Performance, Operations, & Costs

- Alignment Length
- Maximum Authorized Speed
- Proximity to Transit Corridors
- Travel Time
- Capital Costs
- O&M Costs

Environmental Factors

- Biological and Aquatic Resources

Community Factors

- Displacements
- Aesthetics and Visual Quality
- Land Use and Development
- Transportation
- Emergency Vehicle Access/Response Time

ALTERNATIVE A – Staff-Recommended State's Preferred Alternative

Conclusions of Technical Analysis

Fewest major visual impacts

Fewest displacements

Fewest road closures

Fewest impacts on wetlands and habitats

Fewest impacts on natural resources

Lowest capital cost

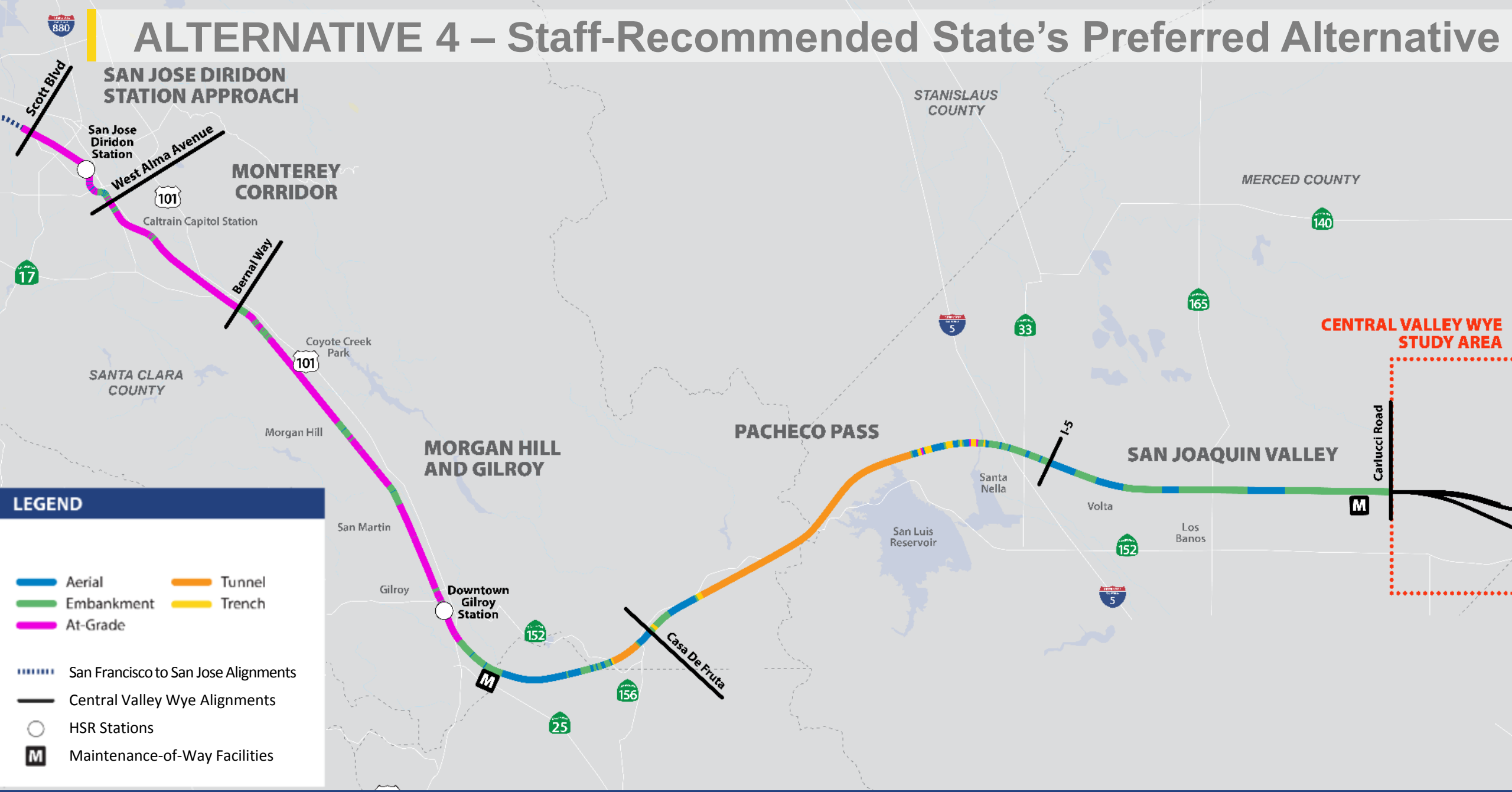
Slower HSR, faster Caltrain peak hour travel time

Policy-level alignment with the Caltrain Business Plan

SAN JOSE TO MERCED PROJECT SECTION

IDENTIFYING A PREFERRED ALTERNATIVE

ALTERNATIVE 4 – Staff-Recommended State's Preferred Alternative



STATE'S PREFERRED ALTERNATIVE CRITERIA

System Performance, Operations, & Costs

- Alignment Length
- Operational Speed
- Proximity to Transit Corridors
- Travel Time
- Capital Costs
- Operations & Maintenance Costs

Environmental Factors

- Biological Resources and Wetlands and Other Waters of the U.S.
- Parks and Recreation Areas
- Built Environment Historic Resources

Community Factors

- Displacements
- Agricultural Lands
- Aesthetics and Visual Quality
- Land Use and Development
- Noise
- Traffic
- Emergency Vehicle Access/ Response Time

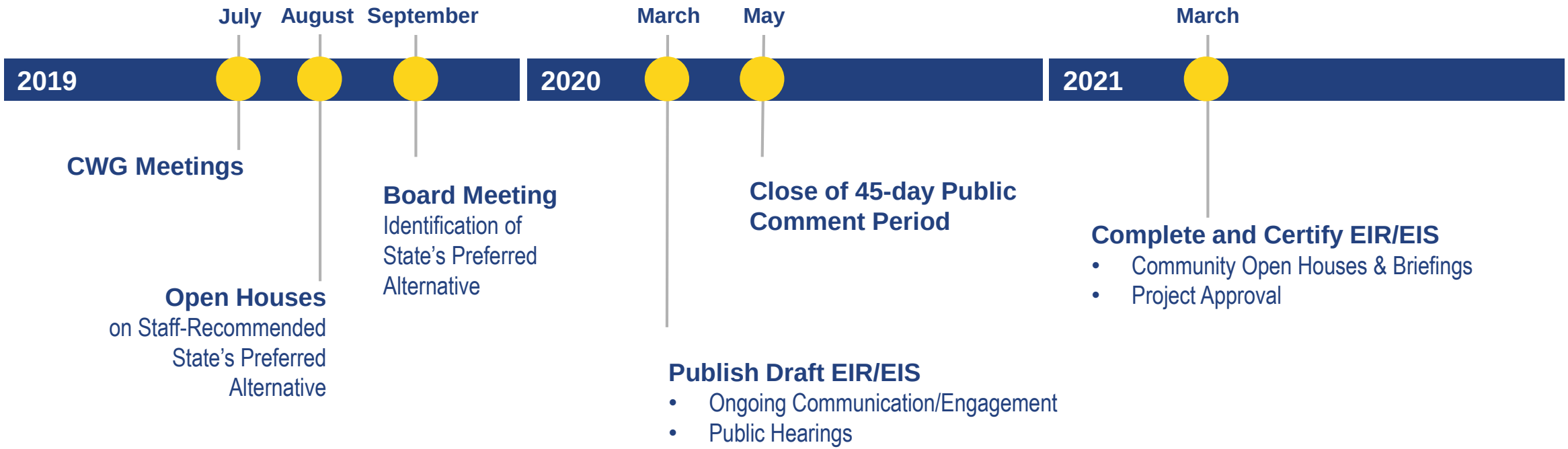
ALTERNATIVE 4 – Staff-Recommended State's Preferred Alternative

Conclusions of Technical Analysis

- Fewest displacements
- Fewest road closures
- Fewest impacts on wetlands and habitats
- Good access to transit systems and services
- Fewest impacts on natural resources
- Fewest visual impacts
- Marginal increase in system travel time
- More noise (if no quiet zones)
- Lowest capital cost
- Allows for extension of electrified Caltrain service to Gilroy

NEXT STEPS

NEXT STEPS


July
August
September
March
May
March
2019
2020
2021
CWG Meetings
Open Houses
on Staff-Recommended State's Preferred Alternative
Board Meeting
Identification of State's Preferred Alternative
Close of 45-day Public Comment Period
Publish Draft EIR/EIS
• Ongoing Communication/Engagement
• Public Hearings
Complete and Certify EIR/EIS
• Community Open Houses & Briefings
• Project Approval

UPCOMING MEETINGS

Community Working Groups

Morgan Hill-Gilroy CWG
July 10, 6:00 – 8:00 pm
Morgan Hill Community and Cultural Center
Morgan Hill, CA

San Jose CWG
July 16, 6:00 – 8:00 pm
Leininger Center
San Jose, CA

San Francisco CWG
July 22, 6:00 – 8:00 pm
Bay Area Metro Center
San Francisco, CA

San Mateo County CWG
July 24, 6:00 – 8:00 pm
Burlingame Library
Burlingame, CA

Open Houses

South Peninsula Open House
August 6, 5:00 to 8:00 p.m.
Adrian Wilcox High School
Santa Clara, CA

San Francisco Open House
August 12, 5:00 to 8:00 p.m.
Bay Area Metro Center
San Francisco, CA

San Mateo Open House
August 19, 5:00 to 8:00 p.m.
Sequoia High School
Redwood City, CA

Gilroy Open House
August 8, 5:00 to 8:00 p.m.
Gilroy Portuguese Hall
Gilroy, CA

San Jose Open House
August 15, 5:00 to 8:00 p.m.
City Hall Council Chambers
San Jose, CA
**Hosted by Sen. Beall*

Los Banos Open House
August 21, 5:00 to 8:00 p.m.
Los Banos Community Center
Los Banos, CA

REQUEST FOR COMMUNITY FEEDBACK

CALIFORNIA HIGH-SPEED RAIL

Please share the information presented today with your communities and give us your feedback.

- Comments will be accepted through **August 22, 2019** to be included in the staff report to the Authority Board.

- Comments can be submitted via email to San.Francisco_San.Jose@hsr.ca.gov or via mail to: Northern California Regional Office
  California High-Speed Rail Authority
  100 Paseo De San Antonio, Suite 300
  San Jose, CA 95113

OR

- Share feedback in person at an upcoming Open House or at the **Authority Board meeting on September 17 in San Jose, CA**.

THANK YOU

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

APPENDIX A – TECHNICAL ANALYSIS

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

SYSTEM PERFORMANCE, OPERATIONS AND COSTS[1]

System Performance, Operations and Costs

Bold text in tables indicates best-performing alternative(s).

CRITERIA	ALT A	ALT B
Alignment length (miles)	42.9	
Maximum Operating Speed (mph)	Up to 110	
HSR Peak Hour Average Representative Travel Time San Francisco to San Jose (minutes)	47	**45**
Proposition 1A Service Travel Time Compliance	✓	✓
Estimated Capital Costs (2017$)	**$2.6 billion**	$3.5 billion
Estimated Annual Operations and Maintenance Costs (2017$)	$78 million	
Caltrain Peak Hour Average Representative Travel Time (minutes)	**63**	65

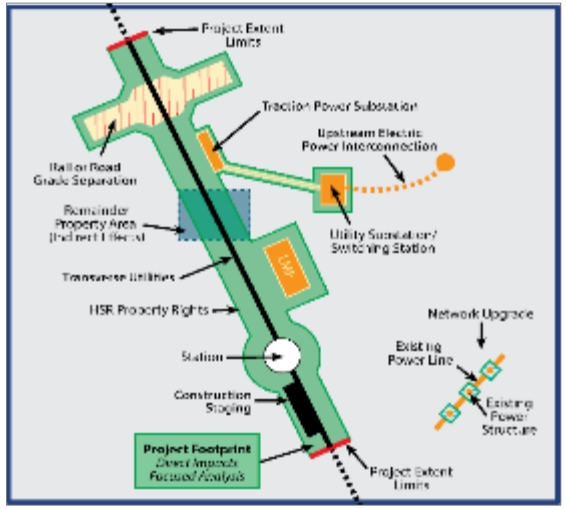
DISPLACEMENTS

Community Factors

Bold text in tables indicates best-performing alternative(s).

CRITERIA		ALT A	ALT B
Residential displacements (number of units)		**10**	19
Commercial and industrial displacements	(# of businesses)	**29**	108
	(square feet)	**211,261**	466,084
Community and public facilities displacement (number of units)		**2**	4

HSR Temporary and permanent footprint



Example: overlay of footprint in urban area

AESTHETICS AND VISUAL QUALITY

Bold text in tables indicates best-performing alternative(s).

CRITERION	ALT A	ALT B
Number of key viewpoints with decreased visual quality	**3**	5

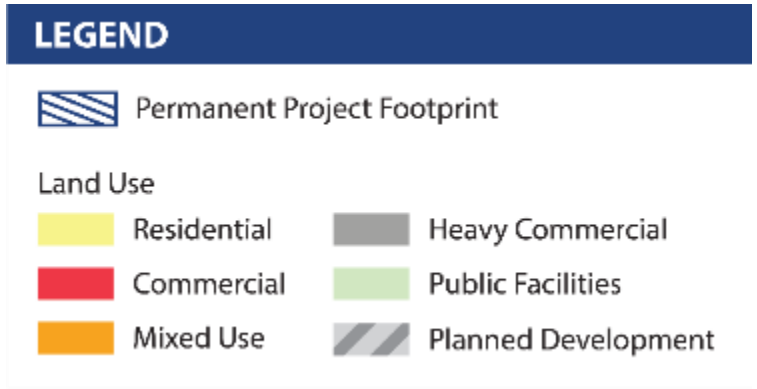

San Carlos Station


El Camino Real at 39th Avenue, San Mateo

LAND USE AND DEVELOPMENT

Community Factors

- **Both alternatives potentially reduce available land for development at Brisbane Baylands**
- **Alternative B would convert 8 acres of land at Icehouse Hill and area containing endangered butterfly habitat that is designated for open space conservation**



Alternative A M East

Impacts 93 acres planned commercial and 2 acres planned mixed use (with residential permitted)

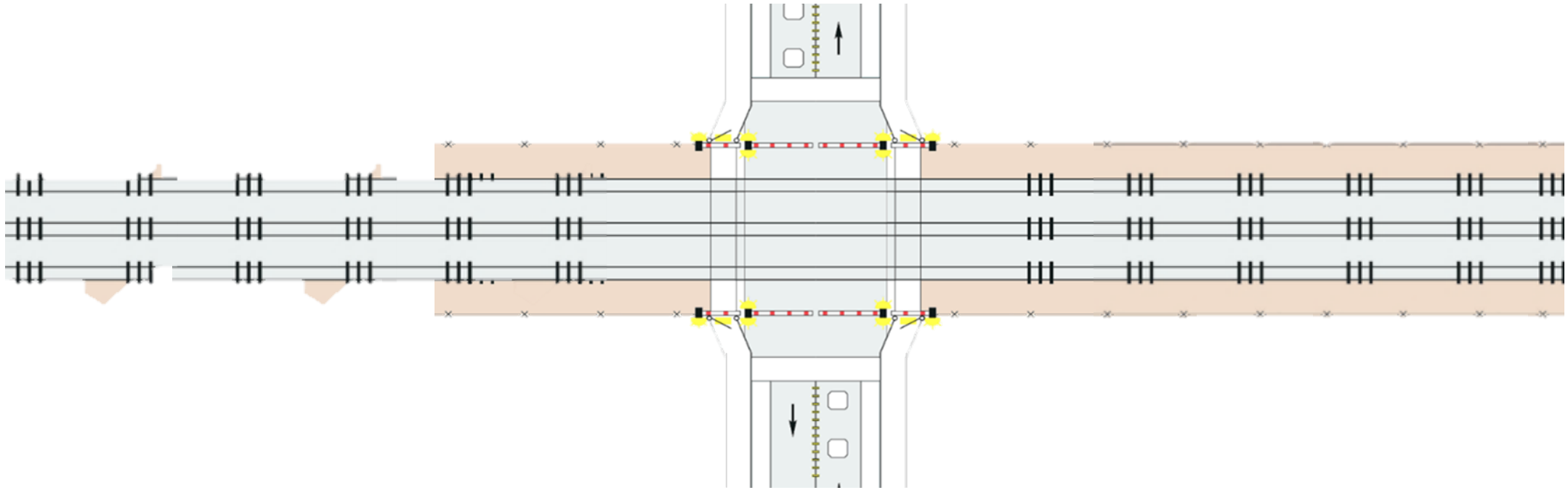
Alternative B M West

Impacts 90 acres planned commercial and 21 acres planned mixed use (with residential permitted)

TRANSPORTATION

Bold text in tables indicates best-performing alternative(s).

CRITERIA	ALT A	ALT B
Temporary interference with local vehicle circulation	**No Change**	Along El Camino Real during passing track construction
Pedestrian Access from Downtown San Carlos to Caltrain Station	**No Change**	Reduced pedestrian access due to the relocation of the station 2,260 feet south of current location



EMERGENCY VEHICLE ACCESS/RESPONSE TIME

Community Factors

Bold text in tables indicates best-performing alternative.

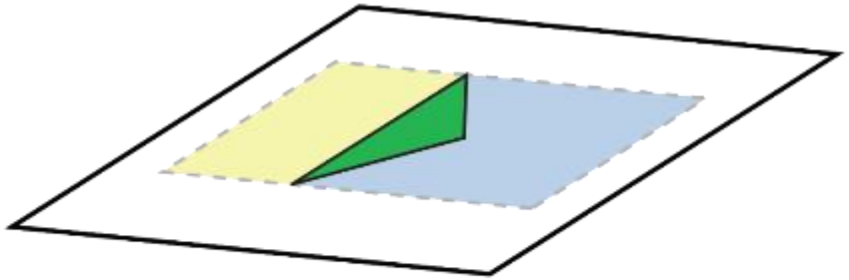
CRITERION	ALT A	ALT B
Temporary increases in emergency vehicle access/response time in south San Mateo, Belmont, San Carlos, and northern Redwood City due to short-term road closures and construction traffic associated with passing track construction	**None**	Yes

ENVIRONMENTAL JUSTICE

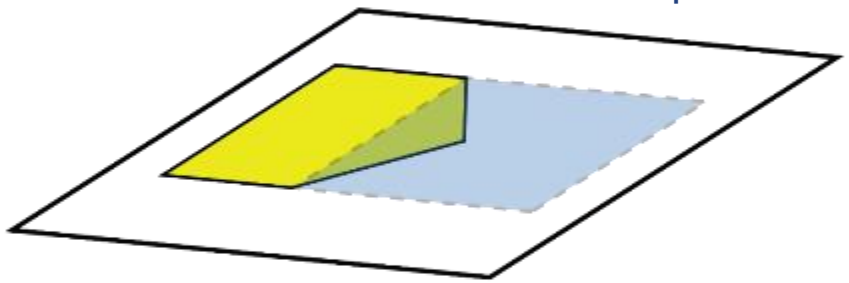
Community Factors

Bold text in tables indicates best-performing alternative(s).

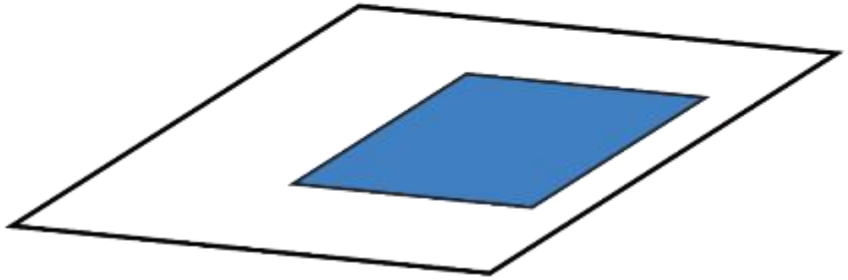
CRITERIA	ALT A	ALT B
Construction-related disruption to Caltrain Service	**Less than Alt. B due to no passing track construction**	More than Alt. A due to passing track construction
Permanent Effect on Planned Mixed Use Development (residential uses allowed) in Brisbane (acres)	**2**	21



EJ Populations + Impacts



EJ Populations



Adverse & Beneficial Impacts

BIOLOGICAL AND AQUATIC RESOURCES

Bold text in tables indicates best-performing alternative(s).

CRITERIA	ALT A	ALT B
Total permanent impacts on wetlands and other waters of the U.S. (acres)	**8.8**	12.8
Permanent Impacts on endangered callippe silverspot butterfly habitat (acres)	**0.0**	8.0


Visitacion Creek

SUMMARY OF ALTERNATIVES EVALUATION – SYSTEM PERFORMANCE, OPERATIONS, AND COST FACTORS

CRITERIA	ALT A	ALT B
Alignment length (miles)	No Difference	
Maximum Operating Speed (mph)	No Difference	
HSR Peak Hour Average Representative Travel Time San Francisco to San Jose (minutes)		●
Proposition 1A Service Travel Time Compliance	✓	✓
Estimated Capital Costs (2017$)	●	
Estimated Annual Operations and Maintenance Costs (2017$)	No Difference	
Caltrain Peak Hour Average Representative Travel Time (minutes)	●	

● = Best-performing alternative

SUMMARY OF ALTERNATIVES EVALUATION – COMMUNITY FACTORS

CRITERIA	ALT A	ALT B
Residential displacements	●	
Commercial and industrial displacements	●	
Community and public facilities displacement	●	
Number of key viewpoints with decreased visual quality	●	
Temporary interference with local vehicle circulation	●	
Pedestrian Access from Downtown San Carlos to Caltrain Station	●	
Temporary increases emergency response time in south San Mateo, Belmont, San Carlos, and northern Redwood City due to short-term road closures	●	
Environmental Justice: Construction-related disruption to Caltrain Service	●	
Environmental Justice: Permanent Effect on Planned Mixed Use Development (residential uses allowed) in Brisbane	●	

● = Best-performing alternative (fewest/least community impacts)

SUMMARY OF ALTERNATIVES EVALUATION – ENVIRONMENTAL FACTORS

CRITERIA	ALT A	ALT B
Total permanent impacts on wetlands and other waters of the U.S.	●	
Permanent Impacts on endangered callippe silverspot butterfly habitat	●	


Visitacion Creek

● = Best-performing alternative (fewest environmental impacts)

CALTRAIN BUSINESS PLAN

2040 Baseline Growth Scenario

2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)

Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

DRAFT

Appendix B – Supplemental

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

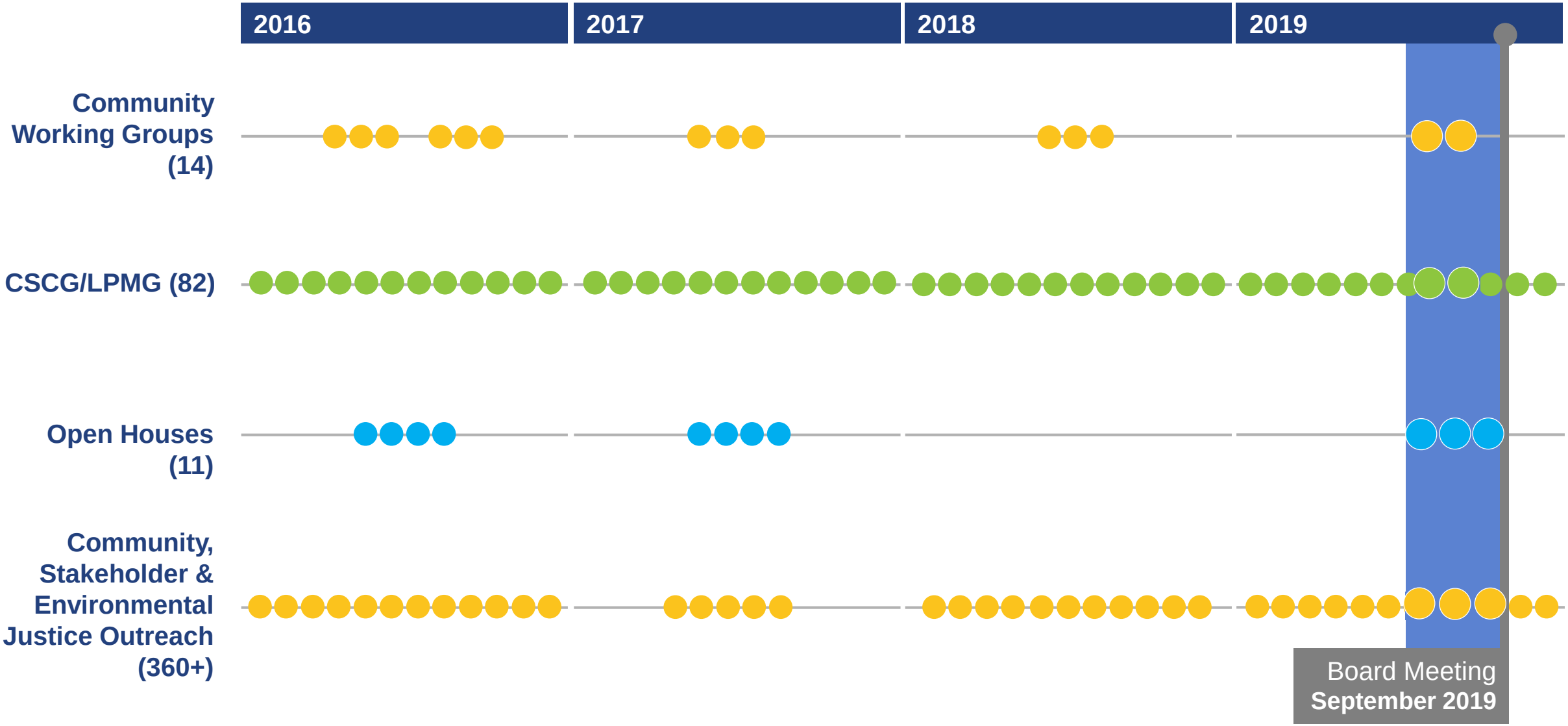
INTERFACING WITH NORTHERN CALIFORNIA AGENCIES

Topics covered in 2018 - 2019

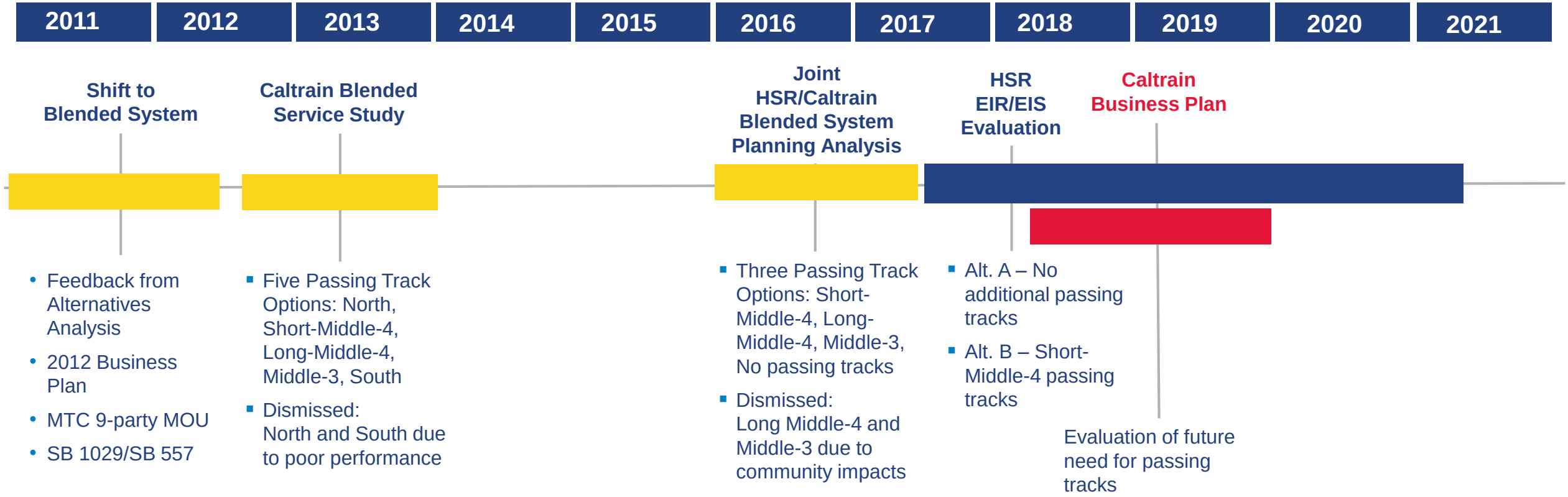
	ALIGNMENTS	WATER MANAGEMENT	TRANSPORTATION/ ROADS	ENGINEERING/ DESIGN	LAND USE	JOINT OUTREACH	2018 BUSINESS PLAN
Bay Area Rapid Transit	●		●	●			●
California Strategic Growth Council	●			●	●		●
Caltrain	●			●		●	●
Caltrans District 4	●		●				●
City and County Staff (throughout corridor)	●	●	●	●	●	●	●
Floodplain Administrators and Managers	●	●		●			●
Metropolitan Transportation Commission	●				●		●
Mineta San Jose International Airport	●		●				●
San Francisco Bay Conservation and Development Commission	●			.	●		●
San Francisco International Airport	●			●	●		●
Santa Clara Valley Transportation Authority	●			.	●	●	●
Transbay Joint Powers Authority	●		●	●	.		●

SAN FRANCISCO TO SAN JOSE COMMUNITY OUTREACH

2016 – 2019



PASSING TRACKS EVALUATION TIMELINE



PASSING TRACKS

Alternatives Eliminated

- **Long Middle 3-Track Passing Track Option (16 miles)**
  - » San Mateo to Palo Alto
  - » Greatest community impacts and costs
  - » Impacts 16 at-grade crossings
  - » Adjacent to 8.3 miles of residential uses

- **Long Middle 4-Track Passing Track Option (8 miles)**
  - » San Mateo to Southern Redwood City
  - » Moderate community impacts and costs
  - » Impacts 6 at-grade crossings
  - » Adjacent to 2.3 miles of residential uses

Note: "Middle" means middle of the corridor

PASSING TRACKS

Alternatives Carried Forward

- **Alternative A: No Additional Passing Track Option**

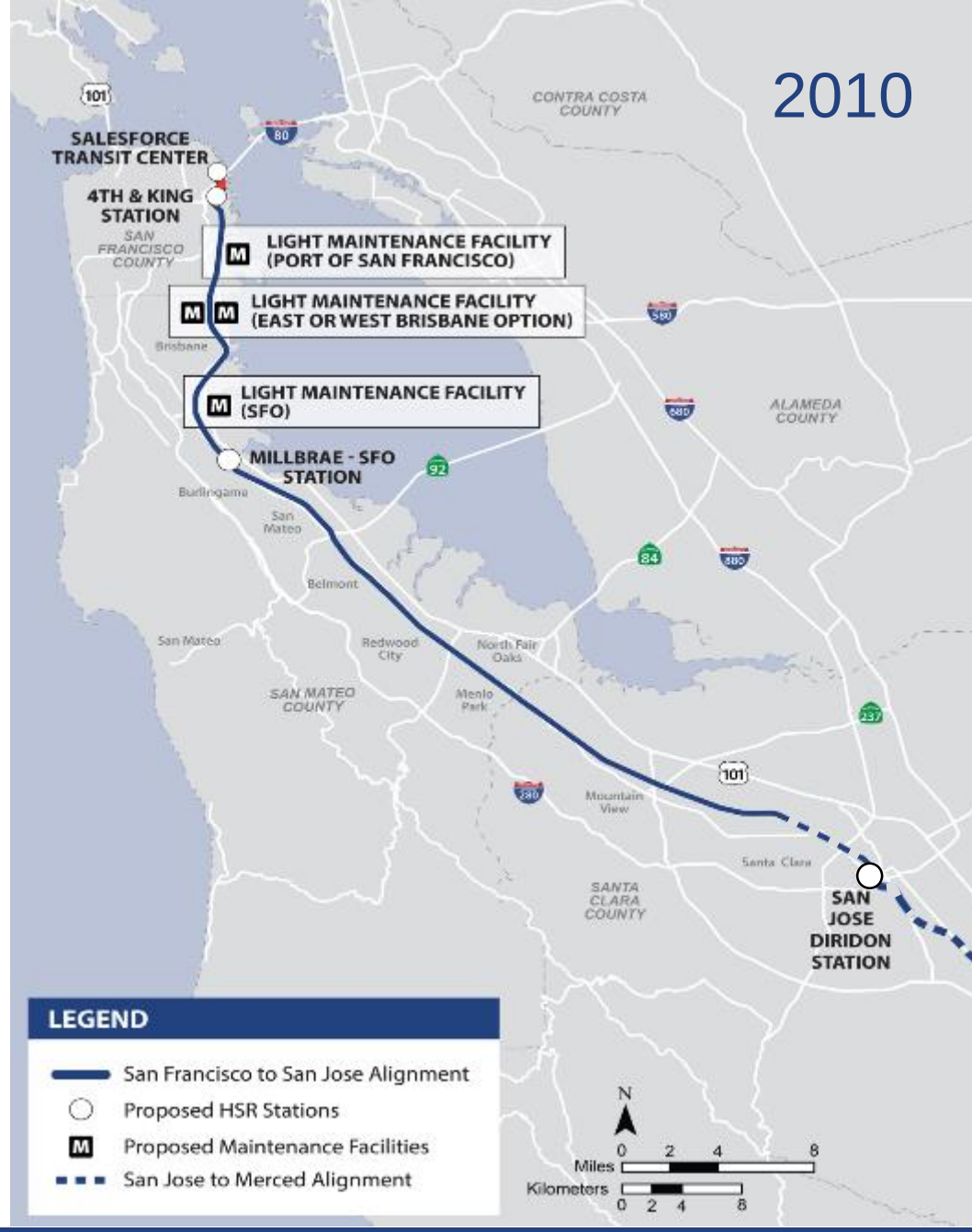
- **Alternative B: Short-Middle 4-Track Passing Track Option (6 miles)**
  - » San Mateo to Redwood City
  - » Adjacent to 1.8 miles of residential uses
  - » Relocates San Carlos Caltrain station

Note: "Middle" means middle of the corridor

LIGHT MAINTENANCE FACILITY

Alternatives Considered

- **Port of San Francisco**
- **East Brisbane/West Brisbane**
- **San Francisco International Airport**

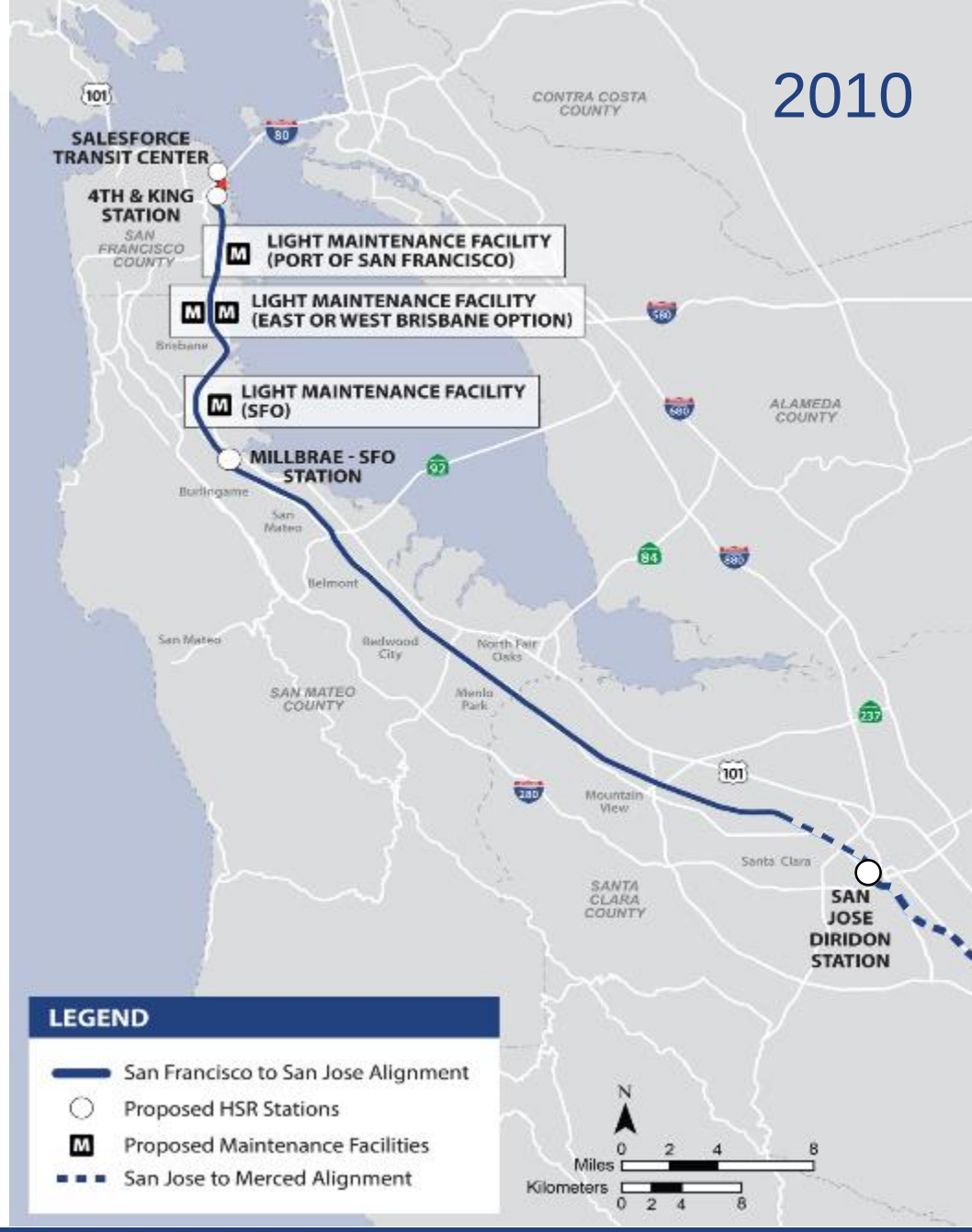


LIGHT MAINTENANCE FACILITY

Alternatives Eliminated

- **Port of San Francisco**
  - » Regionally and locally important infrastructure
  - » Permanent disruption to major circulation elements
  - » Displaces Marine Eco-Industrial Center planned uses
  - » More wetland/water impacts than Brisbane East LMF
  - » Substantially higher costs than Brisbane LMF options

- **San Francisco International Airport**
  - » Regionally important facility
  - » Displaces airport operational land uses
  - » Airport constrained from expansion by San Francisco Resolution 69.08
  - » More wetland/water impacts than Brisbane East LMF
  - » Substantially higher costs than Brisbane LMF options

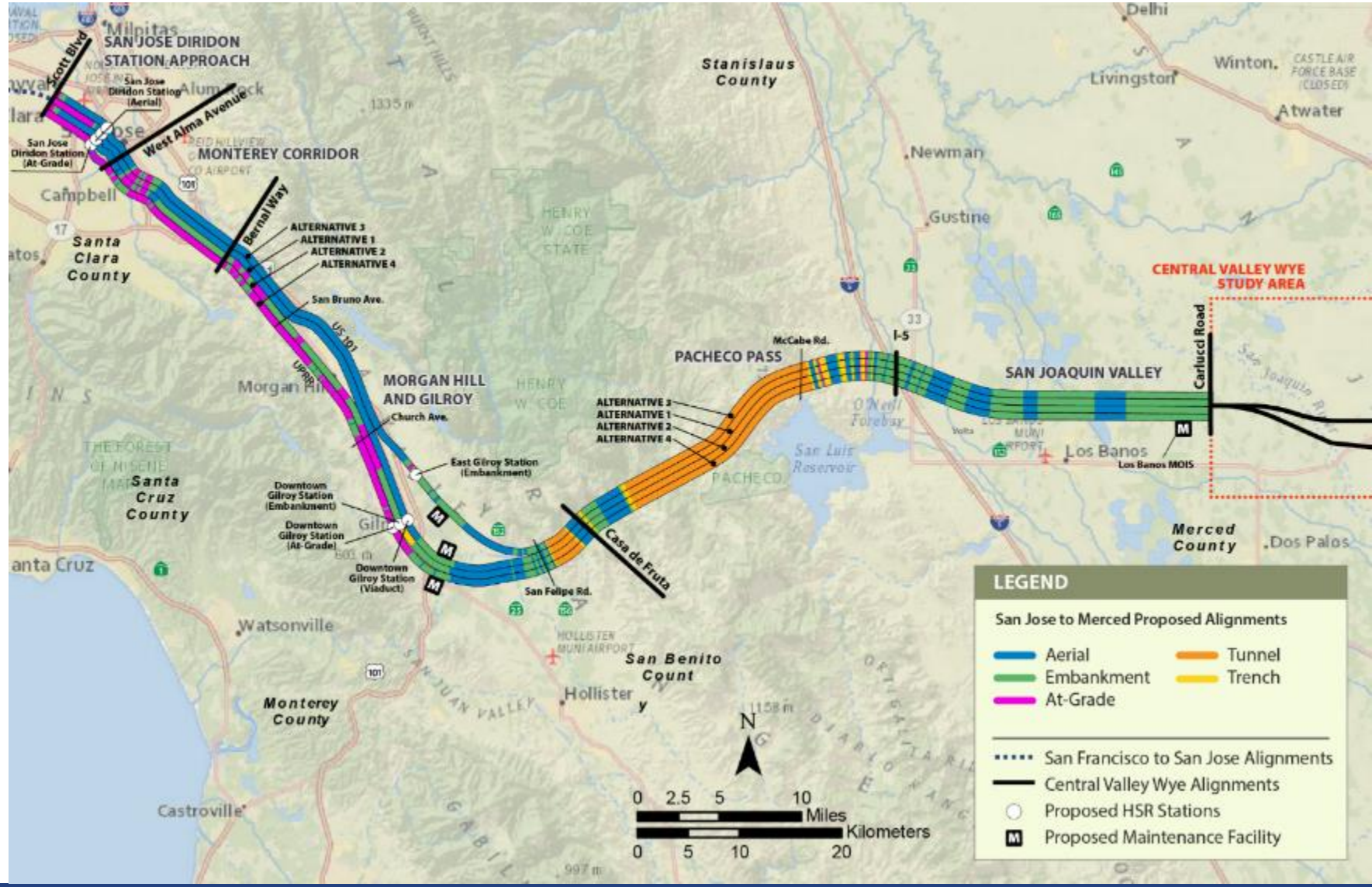


Appendix C – TECHNICAL ANALYSIS

SAN JOSE TO MERCED PROJECT SECTION

SAN JOSE TO MERCED RANGE OF ALTERNATIVES

- San Jose to Merced Project Section
- 4 end-to-end alternatives
- Some alternatives are the same for a part of the route



SUMMARY OF ALTERNATIVES EVALUATION – SYSTEM PERFORMANCE, OPERATIONS, & COSTS

System Performance, Operations and Costs

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Alignment length			●	
Operational Speed — San Jose to Gilroy		●		
Operational Speed — Gilroy to Central Valley Wye	*No difference*			
Proximity to existing transit corridors		●		●
Travel time — San Jose and Gilroy			●	
Proposition 1A service travel time compliance	✓	✓	✓	✓
Estimated capital costs				●
Estimated annual operations and maintenance costs	*No difference*			

● Best-performing alternative

SUMMARY OF ALTERNATIVES EVALUATION – COMMUNITY FACTORS

Community Factors

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Residential displacements				●
Commercial displacements (#)				●
Agricultural displacements (#)				●
Community or public facilities displacements				●
Commercial displacements (square footage)	●			
Agricultural structure displacements (square footage)	●			
Permanent conversion of important farmland				●
Visual quality effects				●
Consistency with Gilroy General Plan	●	●		●
Noise impacts with noise barrier mitigation			●	

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Increase in 2040 peak travel time on Monterey Road (NB — AM/PM, SB — AM/PM)				●
Permanent road closures			●	●
Amount of mitigation needed to minimize emergency vehicle delays	●	●	●	
EJ proportion of total impacts on local views		●		●
EJ proportion of total residential displacements			●	●
EJ proportion of total business displacements			●	
Amount of mitigation required to address effects on emergency vehicle response times (EJ)	●		●	
EJ proportion of total noise impacts			●	

● Best-performing alternative (fewest environmental impacts)

SUMMARY OF ALTERNATIVES EVALUATION – ENVIRONMENTAL FACTORS

Environmental Factors

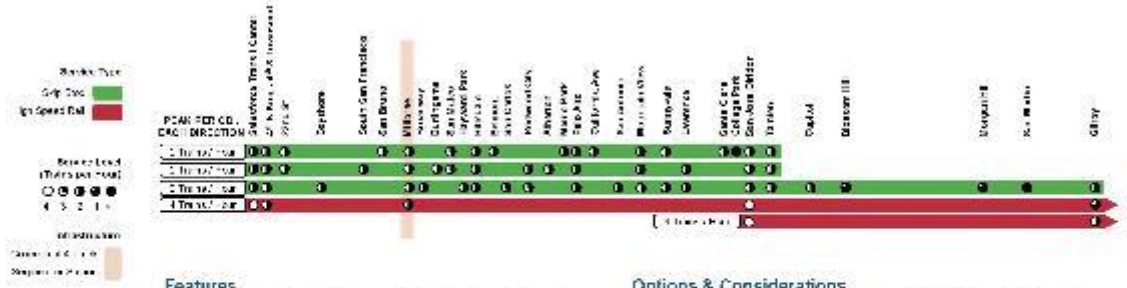
CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Waters and wetlands				●
Habitat for listed plant species				●
Habitat for listed wildlife species (California tiger salamander)				●
Wildlife corridor impacts	●	●		●
Conservation areas	●			●
Permanent use of 4(f)/6(f) park resources				●
Permanent adverse effects on NRHP-listed/eligible resources				●
Permanent significant impacts on CEQA-only historic resources			●	●

● Best-performing alternative (fewest environmental impacts)

CALTRAIN BUSINESS PLAN

Growth Scenarios

2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

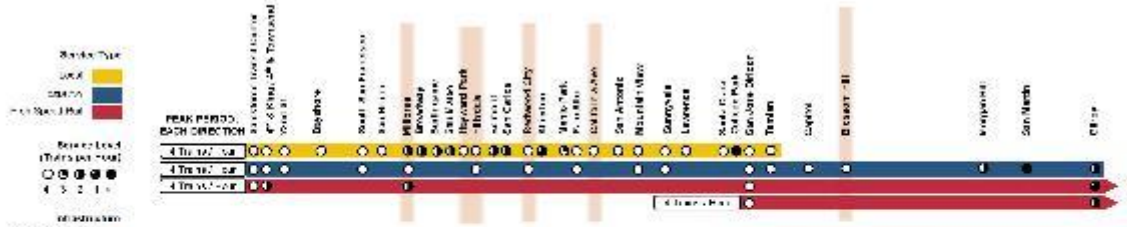
Passing Track Needs

- Less than 1 mile of new passing tracks at Viaduct associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is co
- Opportunity to consider later in Business Plan p

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid Peninsula stations are service with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

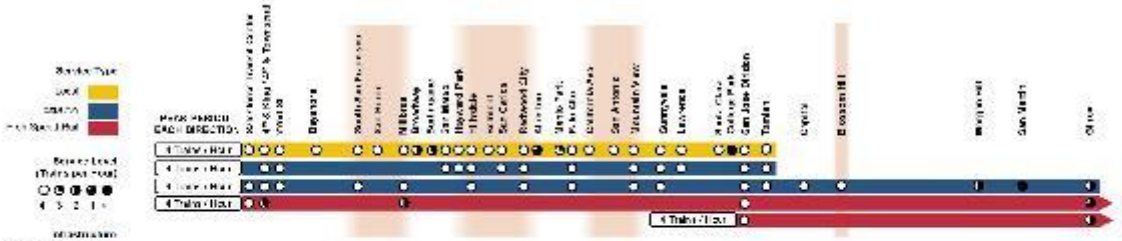
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or

Options & Considerations

- To minimize passing track requirements: each local pattern can only stop twice between San Bruno and Hillsdale
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (between California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis