



# CONNECTING AND TRANSFORMING CALIFORNIA

High-Speed Rail Local Policy Maker Group (LPMG)  
San Carlos, CA  
January 28, 2016



# INTRODUCTIONS



## STATEWIDE OVERVIEW

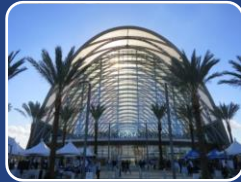
### CONNECTING CALIFORNIA



- **Phase I:**
  - » 520 Miles
  - » San Francisco to Los Angeles/Anaheim
- **Phase II:**
  - » Extends 300 Miles
  - » Connections to Sacramento & San Diego

## HIGH-SPEED RAIL: Helping Shape Cities

- **Ties Economies Together**
  - » San Jose to Fresno = 60 Minutes
  - » Bakersfield to Los Angeles = 60 Minutes
  - » San Francisco to Los Angeles = 2 Hours 40 Minutes
- **Connects With and Reinforces Local Mobility**
- **Foundation for Sustainable Growth**
- **Opportunities for Revitalization in Downtown Cores**



## HIGH-SPEED RAIL: Benefits to the Community

- **Environmental Improvements**
  - » Reduction in Greenhouse Gas = Air Quality Improvements
  - » Habitat Mitigation
  - » Resource Preservation
- **Community Enhancements**
  - » Design Guidelines
  - » Grade Crossings/Safety Improvements
  - » Enhanced Productivity
- **Access & Mobility**
  - » Station Communities
  - » Modal Connectivity
  - » Ride Share
  - » Pedestrian and Bike



## CENTRAL VALLEY BACKBONE: Work is Underway

- **Construction Package 1: 29 Miles**
  - » DB: Tutor Perini/Zachry/Parsons
  - » PCM: Wong+Harris
- **Construction Package 2-3: 65 Miles**
  - » DB: Dragados/Flatiron
  - » PCM: Arcadis
- **Construction Package 4: 22 Miles**
  - » DB: California Rail Builders
  - » PCM: HNTB



## ENVIRONMENTAL PROCESS & PROJECT SCHEDULE

## SELECTION OF ENVIRONMENTAL & ENGINEERING TEAM



## ENVIRONMENTAL PROCESS & SCHEDULE

- **Working to Refine Purpose & Need and Project Definition**
  - » Reflects implementation of blended infrastructure and operations within Caltrain corridor
- **Continue Coordinating Infrastructure Analysis with Caltrain to Define the Project**
- **Developing Strategy for Complying with:**
  - » NEPA/CEQA
  - » 404/408 Integration MOU
- **Continue to Analyze Design Features to Achieve Travel Times**

## ENVIRONMENTAL PROCESS & SCHEDULE\*

Segment	Progress	Purpose & Need Statement		Alternatives Analysis		Initial Preferred Alternative		Draft EIS		Final EIS / ROD / Permitting		Date EIR/EIS To Be Completed	
		Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Original Target	Revised Target
San Francisco to San Jose	Plan Forecast % Complete	Mar-16 Dec-15 65%	Mar-16 Feb-16 65%	Complete Complete 100%	Complete Complete 100%	Jul-16 Jul-16 7%	Jul-16 Jul-16 7%	Jan-17 Jan-17 7%	Jan-17 Jan-17 7%	Nov-17 Nov-17 0%	Nov-17 Nov-17 0%	Nov-17	No Change

\*Analysis in Progress/Subject to Change



**CALIFORNIA**  
High-Speed Rail Authority

# PROJECT DESCRIPTION

## 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 Transit Center
  - » San Jose Diridon Station
  - » Gilroy Station



## BLENDED SYSTEM: SAN FRANCISCO TO SAN JOSE



- 51-Mile Corridor
- Blended Service on Electrified Caltrain Corridor
- Stations Being Studied:
  - » 4<sup>th</sup> and King
  - » Millbrae-SFO
  - » Mid-Peninsula Option
  - » San Jose (Diridon)

## PROJECT DESCRIPTION

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- **This Project Section is not like the others...**
  - » Not drawing new lines on a map and comparing them
  - » Alignment defined by state legislation and regional, multi-agency agreement
  - » High-speed service will be blended with existing, commuter service
  - » Largely on two tracks within Caltrain right-of-way
  - » Design and implemented in a manner that will achieve compliance
  - » Operations of four trains per peak hour per direction

## PROJECT DESCRIPTION

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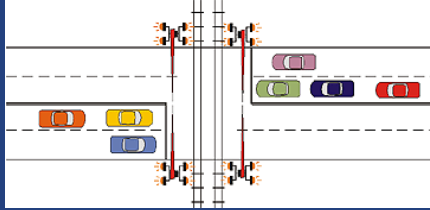
- **Elements of Blended Service:**
  - » Safety Improvements
  - » Track Adjustments
  - » Grade Crossing Treatments
    - Fencing, Quad Gates, Grade Separations
  - » Passing Track(s)
  - » Train Storage and Maintenance Facility
  - » Station Elements



## BLENDING SERVICE ELEMENTS

- **Safety Improvements**

- » Perimeter Fencing
- » Four-Quadrant Gates at At-Grade Crossings
  - Existing one Set of Four-Quadrant Gates at Fair Oaks Lane



- **Track Adjustments**

- » Upgrades: Supports Faster Trains
- » Curve Straightening: Supports Higher Speeds
- » Relocation: Accommodates Improved Track Geometry

## BLENDING SERVICE ELEMENTS

- **Grade Crossing & Separations**

- » 42 At Grade Road Crossings
  - 2 = City and County of San Francisco
  - 30 = San Mateo County
  - 10 = Santa Clara County

- **Grade Separations to be Considered:**

- » Where roadway traffic impact analysis indicates
- » Where mutually supported by communities and local municipalities
- » Where required by higher speeds, per regulation

## **BLENDed SERVICE ELEMENTS**

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- **Three Tracks Exist Now To Support Service:**
  - » Near Bayshore Station
  - » Near Redwood City Station
  - » Near Lawrence Station
  
- **Passing Tracks**
  - » Necessary Four-Track Section to Allow High-Speed Trains to Bypass Slower, Commuter Service
  
- **Considering Various Design Options for Additional Passing Tracks:**
  - » Multiple Locations Under Review

## **BLENDed SERVICE ELEMENTS**

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- **Train Storage and Maintenance Facility**
  - » Purpose
    - Overnight storage of train sets
    - Cleaning and light maintenance
    - Restocking (e.g. café and restrooms)
    - Located near terminal for maximum efficiency
  
- **Locations Under Consideration:**
  - » Brisbane
  - » Gilroy

## BLENDING SERVICE ELEMENTS

- **Station Integration & Locations:**

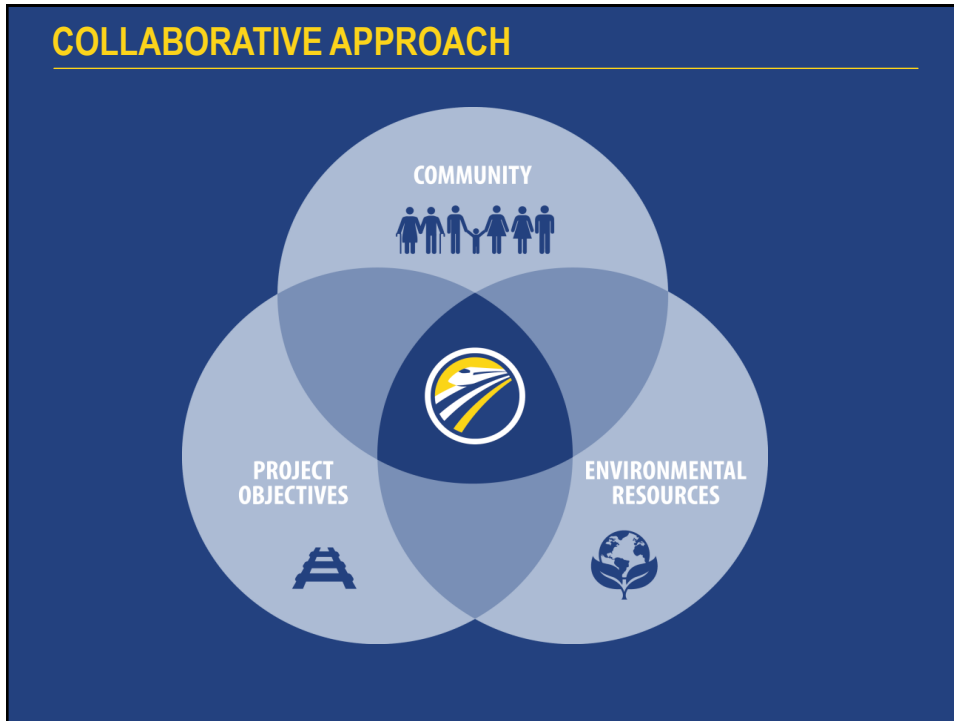
- » Transbay Transit Center
- » 4<sup>th</sup> and King
- » Millbrae Intermodal Station
- » San Jose Diridon Station
- » Potential Mid-Peninsula Station

- **High-Speed Rail Station Elements:**

- » Raised, Lengthened, Straightened Platforms
- » High-speed Passenger Services And Facilities (e.g. Ticketing, Information)



## COMMUNICATIONS & OUTREACH

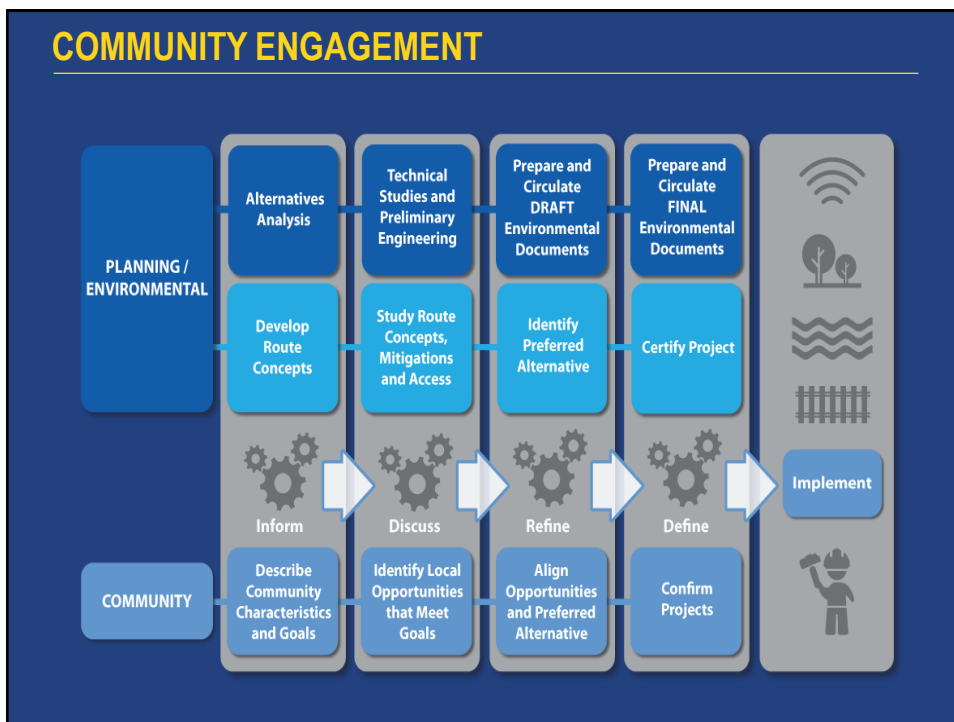


## COMMUNITY ENGAGEMENT: Balancing Needs

- **Leverage High-Speed Rail Investment To Deliver Value Added Opportunities**
  - » Environmental Opportunities
  - » Access & Mobility Improvements
  - » Community Enhancements
  - » Jobs and the Economy
  - » Stations
- **Engagement in Planning and Environmental Process**
  - » Identify and Prioritize Opportunities for All Communities
  - » Ongoing Reporting of Technical Work
  - » Receive Input and Feedback

## COMMUNITY ENGAGEMENT

- In Collaboration and Partnership:
  - » Resource Agency Coordination
  - » Stakeholder Briefings/One-on-One Meetings
  - » CSCG/Local Policymaker Group
  - » Community Working Groups
  - » Public Outreach Meetings



## STAY INVOLVED

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**Website:** [www.hsr.ca.gov](http://www.hsr.ca.gov)

**Helpline:** (408) 277-1086

**Email:** [san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

**Northern California Regional Office**  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113



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