



**CALIFORNIA**  
High-Speed Rail Authority

# **CONNECTING AND TRANSFORMING CALIFORNIA**

**Local Policy Maker Group**

**Thursday, March 24, 2016**

**San Carlos, California**

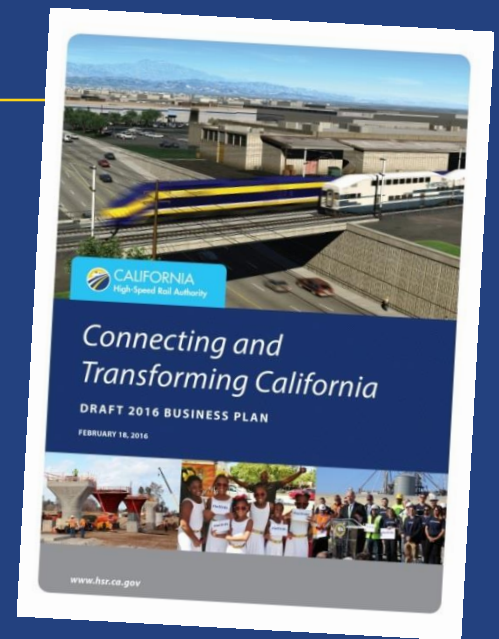


# INTRODUCTIONS

# **DRAFT 2016 BUSINESS PLAN**

# DRAFT 2016 BUSINESS PLAN

- Required by PUC Section 185033
- Foundational Document for Implementing the Program
- Includes:
  - » Summary of Progress Over the Last Two Years
  - » Approach to Deliver the System Using Existing Funds
  - » Updated Ridership Forecasts and Cost Estimates
  - » Describes Next Major Milestones
- Released February 18: Starts 60-Day Public Comment Period
- Due to the California State Legislature by May 1, 2016



# **DRAFT 2016 BUSINESS PLAN: Three Main Objectives**

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- **Initiate High-Speed Rail Service as Soon as Possible**
  - » Brings Benefits to California
  - » Generates Revenue to Attract Private Sector Participation
- **Make Strategic, Concurrent Investments**
  - » Investments that Connect State, Regional and Local Rail Systems
  - » Links the System Together Over Time
  - » Provides Immediate Mobility, Environmental Economic & Community Benefits
- **Be Ready When Funding Becomes Available**
  - » Complete Environmental Analysis & Secure Approvals
  - » Position Ourselves to Be Shovel Ready

# DRAFT 2016 BUSINESS PLAN: Key Highlights

- **Capital Cost Reduction:**
  - » \$67.6 Billion (2014) to \$64.2 Billion
- **Phase 1 (San Francisco-LA/Anaheim)**
  - » Operational by 2029
- **Silicon Valley to Central Valley Line**
  - » Operational by 2025
  - » San Jose-North of Bakersfield
  - » \$20.7 Billion – Fully Funded
- **Burbank to Anaheim Corridor Improvements**
  - » Together with our Partners
  - » Invest \$4 Billion
- **Extension to San Francisco and Bakersfield**
  - » Additional \$2.9 Billion
  - » Operational by 2025



# DRAFT 2016 BUSINESS PLAN: Valley to Valley Line

- **Game Changer**

- » Over Three Hour Drive from Bay Area to Central Valley
- » Economic & Job Market Opportunities
- » Helps Address Affordable Housing Crisis in Bay Area

- **Silicon Valley to Central Valley Line**

- » San Jose-North of Bakersfield
- » \$20.7 Billion – Fully Funded
- » Operational by 2025



- **Extension to San Francisco and Bakersfield**

- » Provides One-Seat Ride
- » Additional \$2.9 Billion
  - Federal Funds Sought
- » Operational by 2025



# **DRAFT 2016 BUSINESS PLAN: Submitting a Comment**

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- **Public Comment Period:**

- » February 18-April 18

- **Ways to Comment:**

- » **Online** via our web comment form

- » Via **email** at [2016businessplancomments@hsr.ca.gov](mailto:2016businessplancomments@hsr.ca.gov)

- » Leave a **verbal** comment on the Draft 2016 Business Plan voicemail at (916) 384-9516

- » **Mail** your comment to: Attn: Draft 2016 Business Plan

- California High-Speed Rail Authority  
770 L Street, Suite 620 MS-1  
Sacramento, CA 95814

- » Board of Director's Meetings:

- March 8 (Sacramento), April 12 (Anaheim), April 21 (San Jose)



# **DRAFT 2016 BUSINESS PLAN: Board Action**

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- **Take Comments**
  - » February 18-April 18
- **April 21 Board Meeting (San Jose)**
  - » Direct Staff to Make Any Necessary Changes
  - » Adoption
- **May 1: Submit to Legislature**

# PLANNING & ENVIRONMENTAL ANALYSIS

# SELECTION OF TEAM

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**HNTB**

The logo for ICF International features a blue horizontal bar above the letters 'ICF' in a bold, black, sans-serif font. Below 'ICF', the word 'INTERNATIONAL' is written in a smaller, blue, all-caps, sans-serif font.

**ICF**  
INTERNATIONAL

The logo for ENGEO is set against a solid blue background. The word 'ENGEO' is written in a white, bold, sans-serif font. Below it, the tagline 'Expect Excellence' is written in a smaller, white, italicized sans-serif font, flanked by two horizontal white lines.

**ENGEO**  
*Expect Excellence*

The logo for FEHR & PEERS features the words 'FEHR' and 'PEERS' in a black, serif font, separated by a green stylized ampersand symbol.

**FEHR & PEERS**

The logo for KEARNS WEST features the words 'KEARNS' and 'WEST' in a blue, sans-serif font, separated by a blue stylized lightning bolt symbol.

**KEARNS ⚡ WEST**

# MILESTONE SCHEDULE\*

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March 2016

Project  
Footprint  
Identified

April 2016

Development  
of Project  
Definition

May 2016

Scoping

Ongoing

Technical  
Analysis  
Station Design  
Outreach

Winter/Spring  
2017

Release Draft  
Environmental  
Document

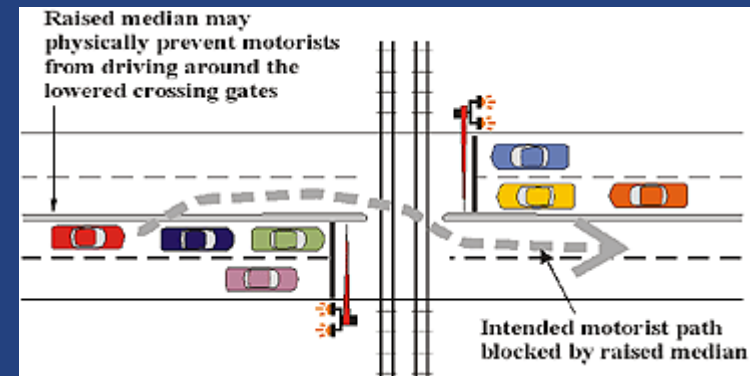
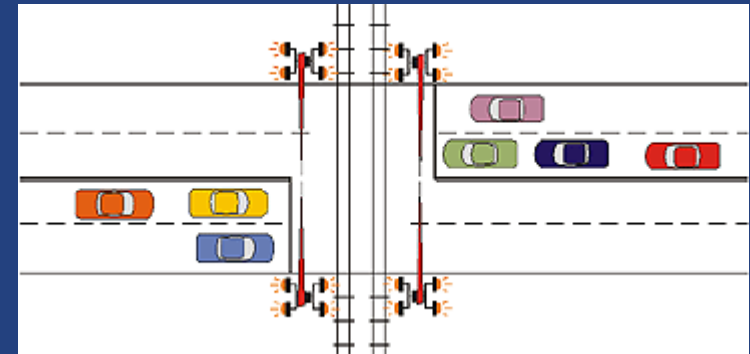
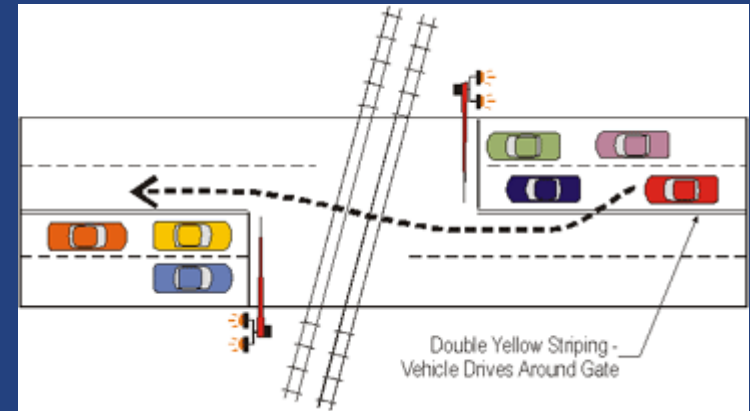
\*Preliminary/Subject to Change

# **CORRIDOR SAFETY IMPROVEMENTS**

# CORRIDOR SAFETY IMPROVEMENTS

- **Safety Improvements**

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



# CORRIDOR SAFETY IMPROVEMENTS: Quad Gate

- Example of 4-Quad Gates at Fair Oaks Lane in Atherton
  - » Fair Oaks Lane, MP 27.8
  - » Existing 4-quad gates
  - » Requested by Atherton
  - » No channelization



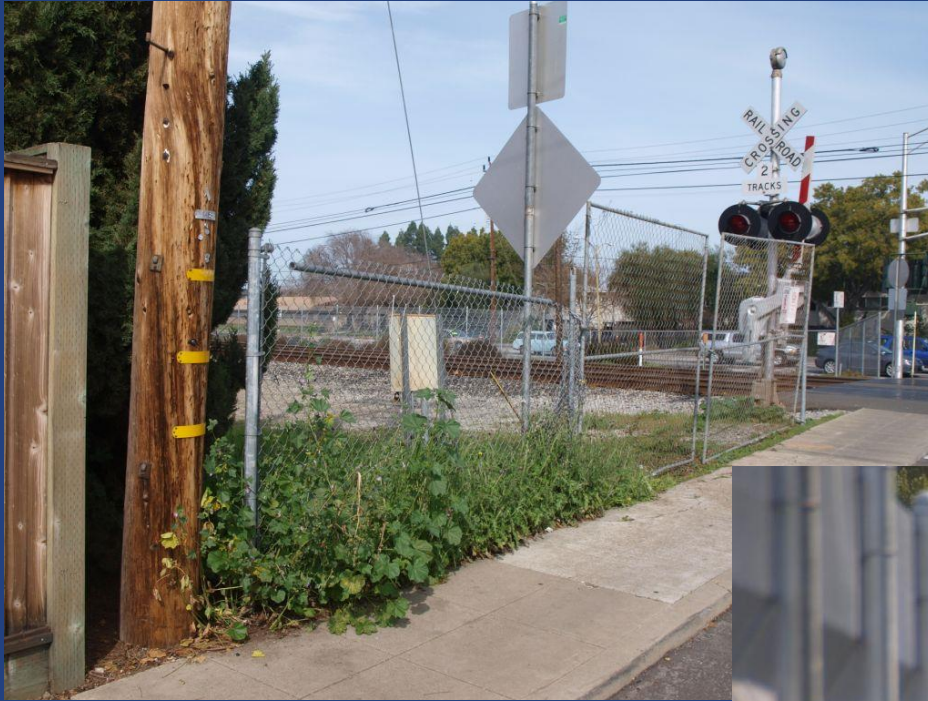


# CORRIDOR SAFETY IMPROVEMENTS: Channelization





# CORRIDOR SAFETY IMPROVEMENTS: Fencing



# AT-GRADE CROSSING EVALUATIONS

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- **Grade Crossings**

- » 42 At-Grade Road Crossings

- 2 = City and County of San Francisco
- 30 = San Mateo County
- 10 = Santa Clara County

- **At-Grade Crossing Evaluations:**

- » Operational Evaluation:

- Potential grade separations necessary for project, such as at passing track location(s)
- Not required per for proposed speed (max. 110 mph)

- » EIR/EIS Evaluation

- Project traffic delay, noise, safety effects at the grade crossings
- Identify additional HSR effects above existing + Caltrain electrification + future growth
- Mitigation identified as fair-share for cumulative effects
- Feasibility of mitigation (including GS) to be evaluated

# STATIONS UPDATE

# STATION UPDATE

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- **Existing Stations to be Modified**

- » San Francisco 4<sup>th</sup> & King

- Interim Northern Terminal until Transbay Transit Center and Downtown Extension are completed
- Platform Modifications and Passenger Facilities

- » Millbrae Intermodal Station

- City of Millbrae Station Access Study
- Ongoing Agency Coordination (Authority/Caltrain/BART/SFO)
- Platform Modifications and Passenger Facilities

- » San Jose Diridon Station

- San Jose Station Area Agreement
- Platform Modifications and Passenger Facilities

# STATION UPDATE: Mid-Peninsula

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- **Proposed Station Options**
  - » Redwood City
  - » Palo Alto
  - » Mountain View
- **Outreach to Cities**
- **Next Steps**

# COMMUNICATIONS & OUTREACH

# COLLABORATIVE APPROACH

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# COMMUNITY ENGAGEMENT

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- **Resource Agency Coordination**
- **Stakeholder Briefings: LPMG and CSCG**
  - » Bi-Monthly Meetings
  - » Authority E-Update in Alternate Months
- **Environmental Justice Outreach**
- **Community Working Groups**
- **Scoping Meetings**



# SCOPING

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- Scoping Helps:
  - » Determine the focus and content of an environmental document and provides an opportunity for public involvement
  - » Identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth
  - » Focus detailed study on those issues pertinent to the final decision on the proposed project
  
- Scoping Schedule\*
  - » May 2016
  - » 3-4 Meetings throughout the Project Section

\*Schedule Subject to Change

# COMMUNITY WORKING GROUPS (CWG)

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- Overview

- » Community members who represent business and transportation, environmental sustainability, and social interests groups
- » Informal, Voluntary Group
- » First meeting in April 2016

- Responsibilities

- » CWG members will be encouraged to:
  - Consider/present the interests of their community
  - Participate in open communication among different interests, and
  - Help move the planning process forward in the spirit of compromise and cooperation

# THANK YOU & STAY INVOLVED

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