

# CALIFORNIA HIGH-SPEED RAIL NORTHERN CALIFORNIA REGION

Caltrain CAC

August 18, 2021



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL



**Increase Mobility**



**Needed Alternative**



**Better Air Quality**



**Job Growth**



# 2021 STATUS

## CALIFORNIA HIGH-SPEED RAIL

- 350 miles of electrified high-speed rail on the way to or under construction
  - » 171 miles between Merced and Bakersfield
  - » 51 miles of the Caltrain Corridor being electrified
  - » 130 miles connecting Las Vegas to Southern California
- Remainder of Phase 1 (San Francisco to Los Angeles/Anaheim) environmental clearance underway
  - » 2 Final EIR/EIS sections completed in 2019
  - » 4 Draft EIR/EIS documents released in 2020
  - » 1 Final EIR/EIS documents released in 2021



# PROJECT PROGRESS

2018 to 2020

		2018		2020
	Construction Jobs Created	2,573	VS.	<b>5,216</b>
	Structures Completed or in Construction	19	VS.	<b>56</b>
	Environmental Drafts Released and ROD's Certified	5	VS.	<b>12</b>
	Right-Of-Way Parcels Acquired	1,423	VS.	<b>1,771</b>
	Miles of Guideways	47	VS.	<b>79</b>
	Monthly Average Expenditures on Design-Build Contracts	\$30.47M	VS.	<b>\$68.13M</b>



# HOW HIGH-SPEED RAIL IS FUNDED

## California High-Speed Rail Funding

**1** **\$9.95 billion**  
Bond measure

**2008**  
**Proposition 1A**

**2** **\$2.5 billion**  
Federal Grant

**2009 American**  
**Recovery and**  
**Reinvestment**  
**Act (ARRA)**

**3** **\$929 million**  
Federal Funding

**FY 2010**  
**Appropriations**  
**Bill**

**4** **\$500-\$750 million**  
per year

**Annual**  
**Cap and Trade**  
**Auction Market**



# SENATE BILL 1029, 2012

- Appropriated \$2.6 billion in Proposition 1A bonds to begin construction in the Central Valley, matching \$3.5 billion in federal funds
- Appropriated \$2 billion in Proposition 1A funds leveraging \$5 billion in other funds for connectivity and bookend projects
- Codified the blended system

**CONNECTIVITY PROJECTS** provide direct connectivity to high-speed rail lines and facilities. Example – BART Maintenance Shop and Yard Improvements.

**BOOKEND PROJECTS** are projects in the Bay Area and Los Angeles area that were allocated funding as part of the high-speed rail system. Example – Caltrain electrification project.



# HIGH-SPEED RAIL IN NORTHERN CALIFORNIA

## PROJECT DEVELOPMENT STAGES

Planning



**Diridon Integrated Station Concept**

Environmental



**San Francisco to Merced Corridor**

Pre-Construction



**Downtown Extension (DTX)**

Construction



**Caltrain Electrification**

Operations



**Salesforce Transit Center**





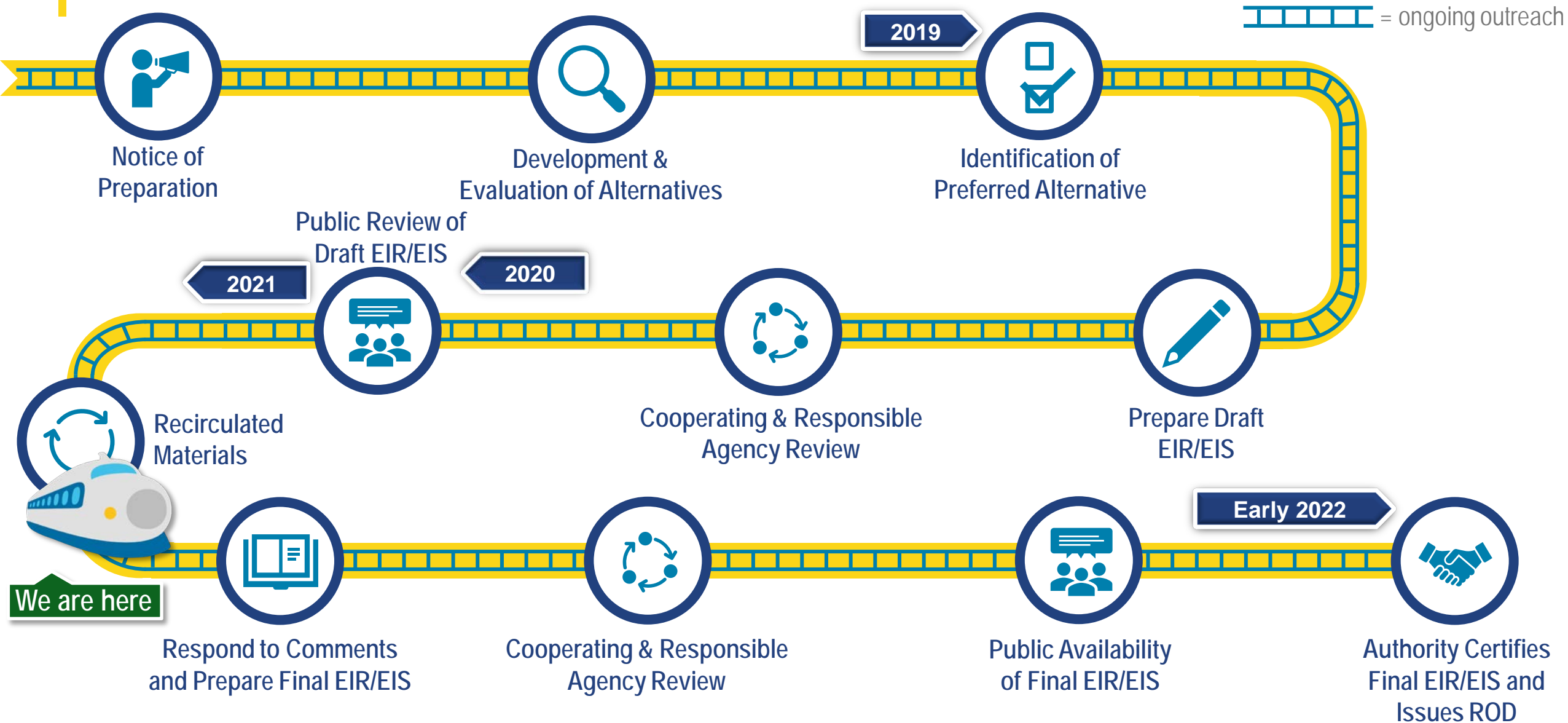
# ENVIRONMENTAL DOCUMENTS FOR ADVANCEMENT

Project Section	Draft EIR/EIS	Projected ROD
Bakersfield to Palmdale	Complete (February 2020)	Q2 2021
Burbank to Los Angeles	Complete (May 2020)	Q4 2021
San José to Merced	Complete (April 2020)	Q1 2022
San Francisco to San José	Complete (July 2020)	Q2 2022
Palmdale to Burbank	Q3 2021	Q4 2022
Los Angeles to Anaheim	Q4 2021 to Q1 2022	Q4 2022 to Q2 2023





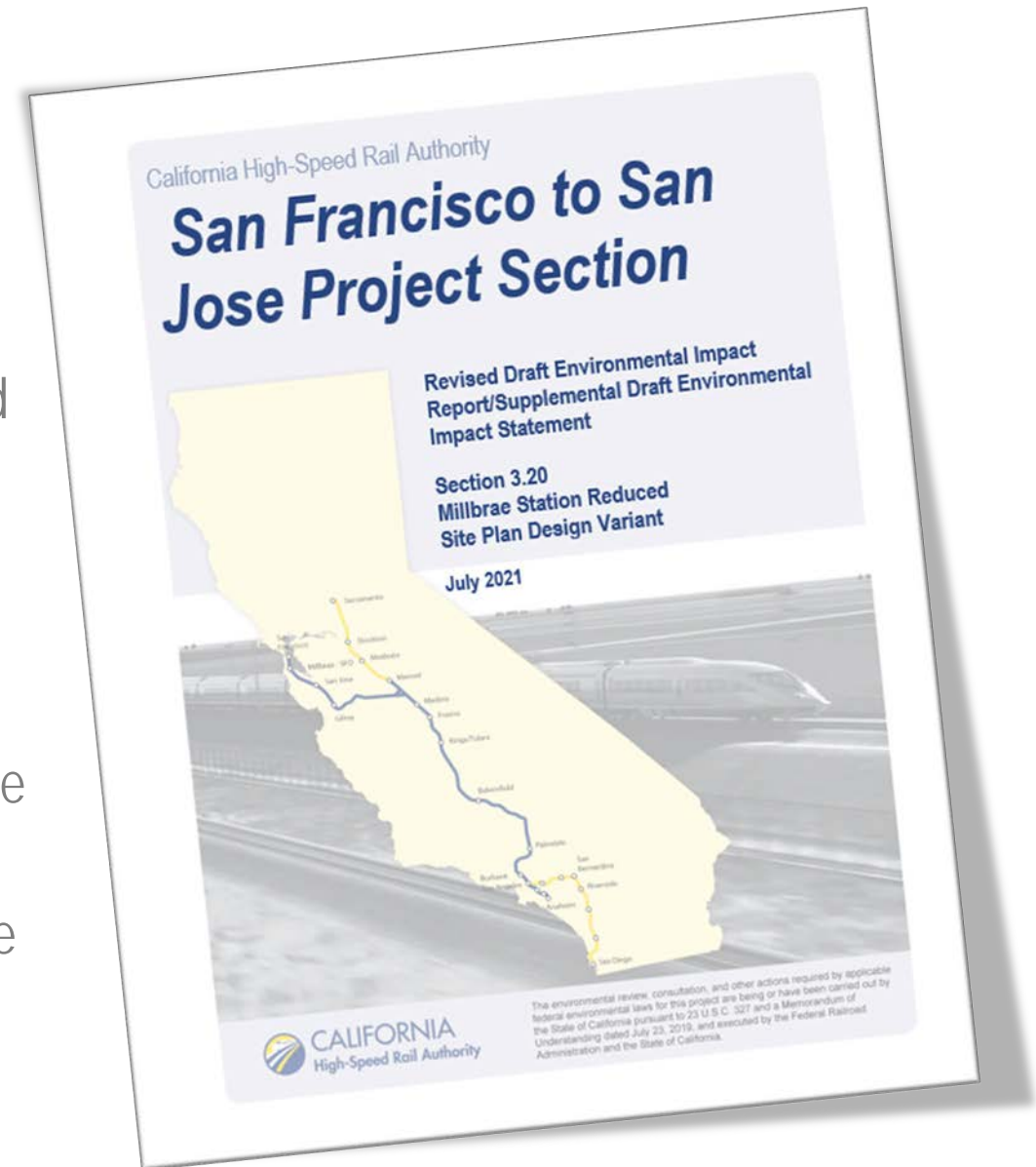
# NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS

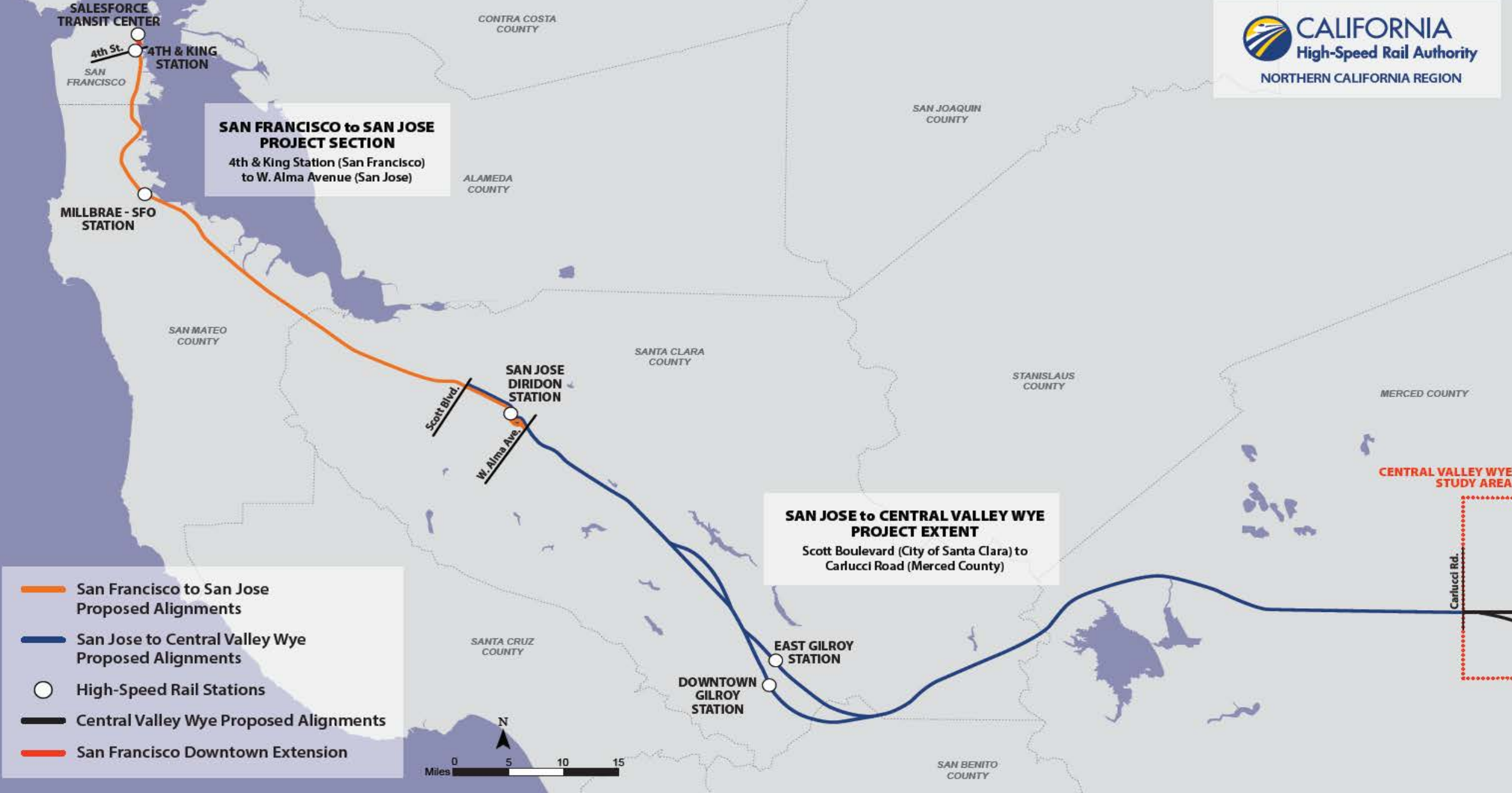


# REVISED DRAFT EIR/SUPPLEMENTAL DRAFT EIS

## OVERVIEW

- **Millbrae Reduced Site Plan (RSP) Design Variant**
  - » Responds to concerns about proposed Millbrae-SFO Station Design in Draft EIR/EIS
  - » Provides a smaller station footprint by not replacing displaced BART and Caltrain parking spaces and moving station head house
- **Recent Changes to Regulations Governing Endangered Species**
  - » December 2020: Monarch butterfly candidate listing under the federal Endangered Species Act
  - » Authority revised and added mitigation measures in response to candidate listing
  - » Scope limited to Icehouse Hill (Alternative B), which is a presumed habitat







### Alternative A Features

- M** East Option Light Maintenance Facility
- No Additional Passing Tracks
- No Viaduct Approach to Diridon Station

### Alternative B Features

- M** West Option Light Maintenance Facility
- Additional Passing Tracks
- Long Viaduct Option
- Short Viaduct Option

### High-Speed Rail Operations

**INITIAL OPERATIONS**  
Speed: 79 mph

2 trains per peak hour,  
per direction



**FULL OPERATIONS**  
Speed: 110 mph

4 trains per peak hour,  
per direction



### Legend

- San Francisco to San Jose Project Section
- HSR Stations
- San Jose to Merced Project Section
- Downtown Extension

### SAN FRANCISCO TO SAN JOSE PROJECT SECTION Range of Alternatives Under Consideration

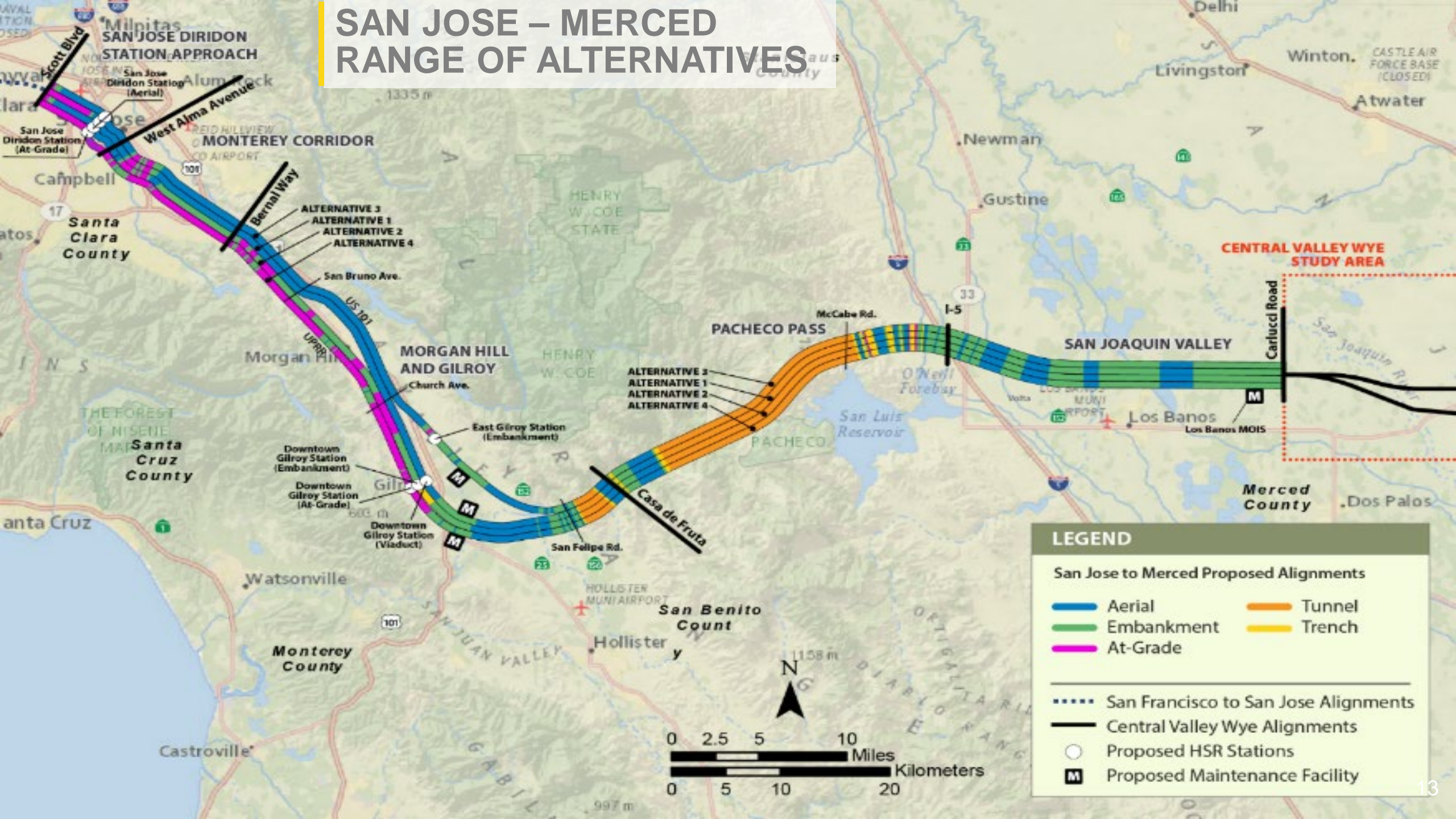
### Safety Modifications

- Quad Gates
- Channelization
- Perimeter Fencing
- Intrusion Detection





# SAN JOSE – MERCED RANGE OF ALTERNATIVES



**LEGEND**

San Jose to Merced Proposed Alignments

- Aerial
- Embankment
- At-Grade
- Tunnel
- Trench

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- - - - San Francisco to San Jose Alignments
- Central Valley Wye Alignments
- Proposed HSR Stations
- M Proposed Maintenance Facility



# NORTHERN CALIFORNIA STATIONS

THE FUTURE OF BAY AREA TRANSIT

- **Salesforce Transit Center**
  - » 4<sup>th</sup> and King Street Station
- **Millbrae Station**
- **San Jose Diridon Station**
- **Gilroy Station**





# LOOKING AHEAD

- **Funding**

- » Appropriation of remaining Proposition 1A funds (2021 Budget Act)
- » Potential federal funding available in American Jobs Plan

- **Environmental Clearance**

- » Both Northern California project sections
  - » San Francisco to San Jose
  - » San Jose to Merced
- » Two Southern California project sections
  - » Bakersfield to Palmdale
  - » Burbank to Los Angeles

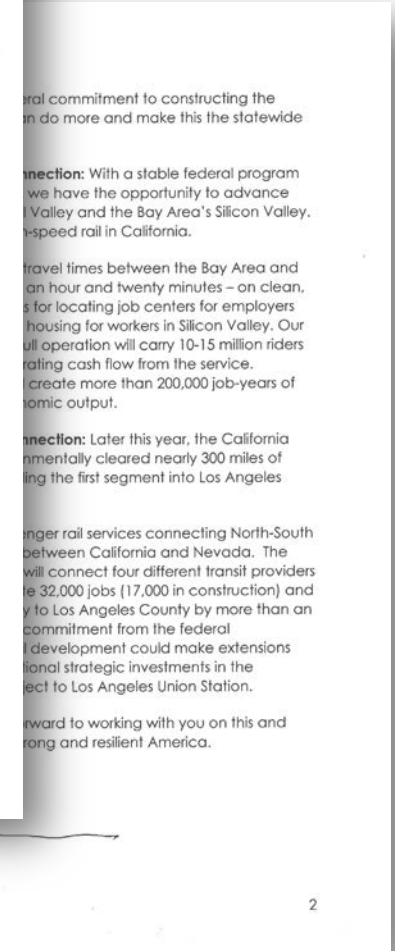
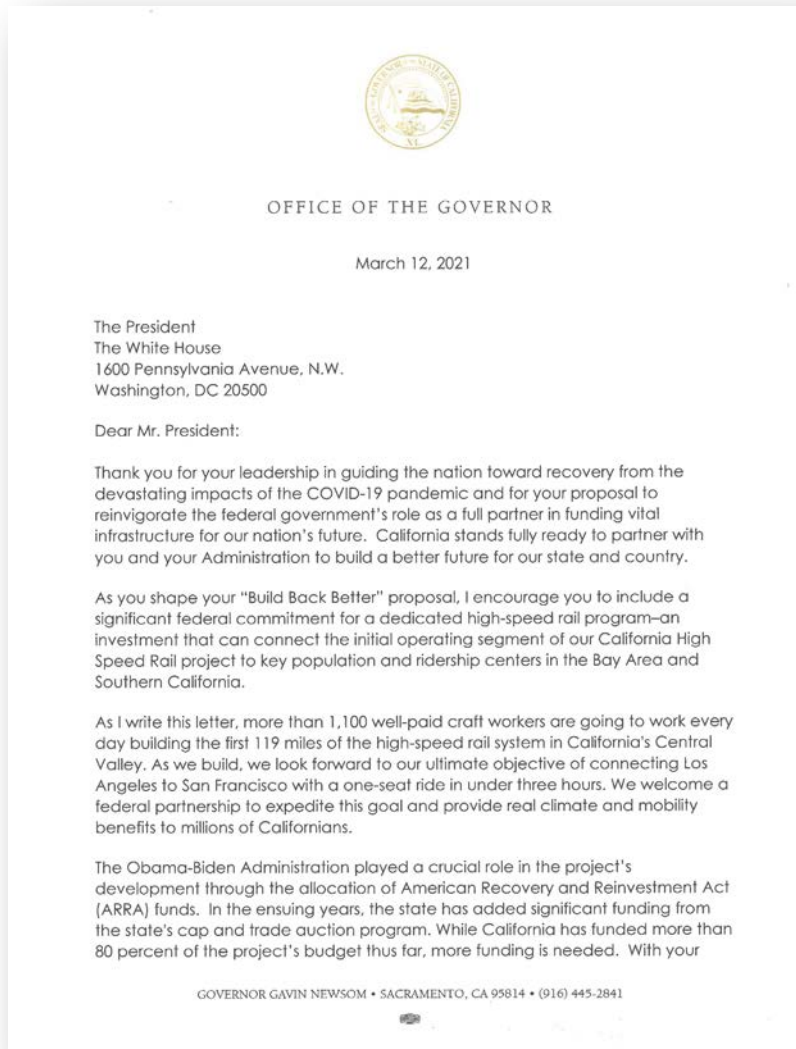
- **Contracts**

- » Award Track and Systems contract, commence work in 2022
- » Award contracts to advance design work on Merced and Bakersfield extensions
- » Procurement for trainsets

# GOVERNOR NEWSOM

"With a stable federal program dedicated to developing high-speed rail, we have the opportunity to advance the vital connection between the Central Valley and the Bay Area's Silicon Valley. This expansion is a game-changer for high-speed rail in California. The Valley-to-Valley connection reduces travel times between the Bay Area and the Central Valley from a four-hour trip to an hour and twenty minutes - on clean, fast high-speed trains - expanding options for locating job centers for employers and broadening the supply of affordable housing for workers in Silicon Valley."

– Governor Gavin Newsom (March 12, 2021)





# AMERICAN JOBS PLAN

“Imagine what we can do, what’s within our reach...you and your family could travel coast to coast without a single tank of gas onboard a high-speed train.”  
- US President Joe Biden

“I want the United States to be leading the world when it comes to the race of high-speed rail.”  
- USDOT Transportation Secretary Pete Buttigieg

- » The American Jobs Plan would increase federal support for passenger rail nationwide
- » Would provide long-term funding to advance high-speed rail in California

**The Mercury News**  
THURSDAY, APRIL 1, 2021

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## Biden unveils \$2.3T plan to rebuild infrastructure

President Joe Biden unveils a speech on infrastructure spending at Capgemini Pittsburgh Training Center in Pittsburgh on Wednesday. Biden said his proposed \$2.3 trillion plan "will create millions of jobs, good-paying jobs."

### Ambitious proposal would be funded by corporate tax hike

By Jonathan Lintner, Kevin Pinking and Zake Miller for Associated Press

PITTSBURGH — President Joe Biden unveiled a huge \$2.3 trillion plan Wednesday to reinvigorate the nation's infrastructure in what he called as "a once-in-a-generation investment in America" that would undo his predecessor's signature legislative achievement.

Speaking at a capgemini training center in Pittsburgh, Biden drew comparisons between his hard-battled proposed transformation of the U.S. economy and the space race — and promised pencils in a grand finale as the New Deal or Great Society programs that shaped the 20th century.

"It's not a plan that tinkers around the edges," Biden said.

**PLAN'S PAGES**

### California expands eligibility for those 50-plus

California expands eligibility to millions today, but the challenge is supply for some providers

By John Woodfolk and Tess Jocene Staff Writers

The road warble is on as some 7.6 million middle-aged Californians become eligible statewide for the COVID-19 vaccine today amid conflicting signals about the availability of appointments for the shot.

As county officials, health care providers and pharmacies in many parts of the Bay Area wrestle with vaccine shortages and varied policies, many of those 50 and older — eager to get the shot because their age puts them at higher risk from the virus — instead to social media for tips on beating the rush. While the state said last week that it would not open appointments to the newly eligible until April 1, plenty of providers jumped the gun, halting opportunity to the reserverful.

For some like Kurt Inoué, a 53-year-old patient attorney in Santa Clara, it paid off. "I got my appointment!" Inoué posted Wednesday. "Thank you everyone!"

But Dave Crowl, a 50-year-old Santa Clara, was still searching for one after finding no bars through the vaccination center at LeVista Stadium in San Jose.

"I will keep checking from time to time — it is what I expected given that the county said they were short of vaccine doses," Crowl said, though with the state set to expand eligibility even further in two weeks, he worries whether he'll get one by then. "It seems like given there is not enough vaccine for those already eligible, the new eligibility isn't too much to be hopeful."

California's vaccine rollout has been uneven and frustrating for many. And those 50 and older not already made eligible by their occupations or health conditions are worried about

**VACCINE'S PAGES**

### San Jose council approves plans to curb sidewalk

Officials aim to punish organizers, add street barriers as deterrents

By Maggie Angus Staff Writer

Alarmed by a recent spate in sidewalk and illegal street races that have drawn participants and spectators from across California, San Jose officials are making plans to punish people who organize and promote such events and add new street barriers to serve as deterrents.

As part of a slew of anti-street racing proposals approved by the San Jose City Council this week, the city intends to set up physical barriers in at least five popular sidewalk intersections and potentially add additional barrier plate readers there. The city is also crafting an ordinance that would make it illegal to organize an illegal street racing event, including promoting, supporting or encouraging them on any day.

In addition, the city is looking to spend more money to address the problem and create a full-time racing enforcement unit in the city's police department. As it stands, police officers, sidewalk and street racing are either handled by officers on overtime or those who must be pulled off their regular patrol duties.

**SIDEWALKS & PAGES**

### Whole new ballgame as fans return

As Giants welcoming back home crowds, socially distanced, for 'semi-normal' season

By Mike Krieger Staff Writer

You don't know what you're getting until it's gone. But thank goodness, what we were missing is coming back.

When the Oakland A's opened their season at the Coliseum tonight and the Giants in San Francisco next week, they'll play a home crowd for the first time in 18 months.

Yes, there were fans at spring training in Arizona, but barring the home park filled with hometown fans? That's special. And no one — not the managers, players, media or even the fans themselves — knew how special it was until it was gone.

"It's something we all look for granted a little bit and didn't realize how much we need the energy and fans in the stands," A's third baseman Matt Chapman said Wednesday. "I'm so excited to have them back out there and play a real normal version of baseball." The crowds will be smaller than normal because of social distancing. The Giants can bring in roughly 8,000 people to Oracle Park. The A's, even in their cavernous stadium, will max out at roughly 6,000 people to Oracle Park.

**GIANTS' PAGES**

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# FEDERAL SUPPORT

"As Congress advances legislation to build back better as a nation, we urge you to create a carve-out for dedicated high-speed rail corridor planning and development grants, which will enable investments in high-speed and high-performance rail...This will demonstrate that the federal government is ready to commit as a partner in developing high-speed rail corridors across the United States, connecting communities, enhancing economic development, and protecting our environment."

– Over 75 Members of Congress to Congressional Leadership (July 1, 2021)

Congress of the United States  
Washington, DC 20515

July 1, 2021

Majority Leader Charles Schumer  
United States Senate  
Washington, DC 20510

Minority Leader Mitch McConnell  
United States Senate  
Washington, DC 20510

Chair Maria Cantwell  
Committee on Commerce, Science, and  
Transportation  
United States Senate  
Washington, DC 20510

Ranking Member Roger Wicker  
Committee on Commerce, Science, and  
Transportation  
United States Senate  
Washington, DC 20510

Dear Leader Schumer, Speaker Pelosi, Leader McConnell, Leader McCarthy, Chair Cantwell,  
Chairman DeFazio, Ranking Member Wicker, and Ranking Member Graves:

With the new administration, we have a generational opportunity to invest in our nation's infrastructure, and we are grateful for your leadership in ensuring we invest in next generation infrastructure, not just the infrastructure of the past. As negotiations continue to develop around a comprehensive infrastructure package, we write to express our support for the inclusion of dedicated funding to develop international-standard high-speed rail with high-performance connections that feed into a larger network. A federal commitment to these modern and proven transportation systems will dramatically improve our environment, reduce inequity, and help grow cities and sustain vibrant downtowns across the nation.

Reducing emissions from the transportation sector is critical to meeting our nation's climate goals and cutting our carbon footprint. According to an Environmental Protection Agency report, the transportation sector accounted for 28 percent of total greenhouse gas emissions from 1990 to 2018, making it the largest contributing sector.<sup>1</sup>

A robust network of high-speed rail corridors with high-performance connections is the best option to dramatically reduce carbon emissions while improving intercity travel. It will be decades before aviation is carbon-free, and electric cars – although vital – will not improve

<sup>1</sup> United States Environmental Protection Agency, "Fast Facts: U.S. Transportation Sector Greenhouse Gas Emissions 1990-2018," accessed March 18, 2021, <https://nepis.epa.gov/ExecZyPDF.cgi?Dockey=P100ZK4P.pdf>.

Speaker Nancy Pelosi  
United States House of Representatives  
Washington, DC 20515

Minority Leader Kevin McCarthy  
United States House of Representatives  
Washington, DC 20515

Chairman Peter A. DeFazio  
Committee on Transportation and  
Infrastructure  
United States House of Representatives  
Washington, DC 20515

Ranking Member Sam Graves  
Committee on Transportation and  
Infrastructure  
United States House of Representatives  
Washington, DC 20515

Member of Congress

JAMAAL BOWMAN, ED.D.  
Member of Congress

ation, we request that you raise the topline  
solution above the American Jobs Plan number  
ning and development funding with high-  
rate that the federal government is ready to  
il corridors across the United States, connecting  
and protecting our environment.

ation of these requests. We stand ready to work  
the American people.

erely,

  
ALEXANDRIA OCASIO-CORTEZ  
Member of Congress

  
KIRSTEN GILLIBRAND  
United States Senator

ELIZABETH WARREN  
United States Senator

RON WYDEN  
United States Senator

BRENDAN F. BOYLE  
Member of Congress

JULIA BROWNLEY  
Member of Congress

CORI BUSH  
Member of Congress

ANDRÉ CARSON  
Member of Congress

JOAQUIN CASTRO  
Member of Congress

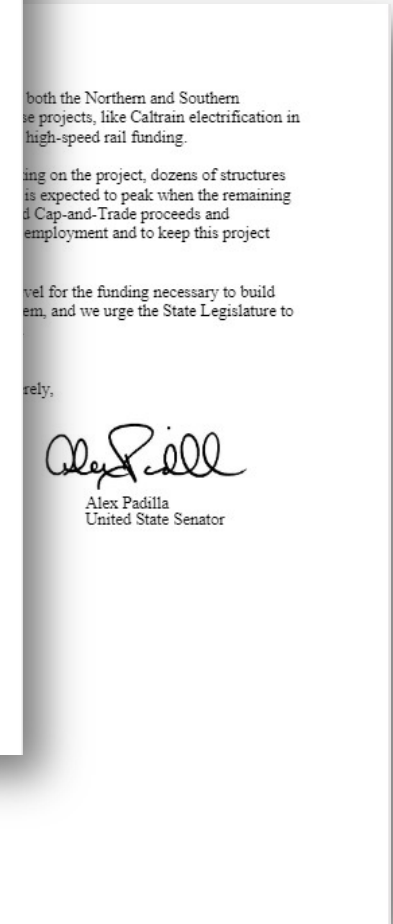
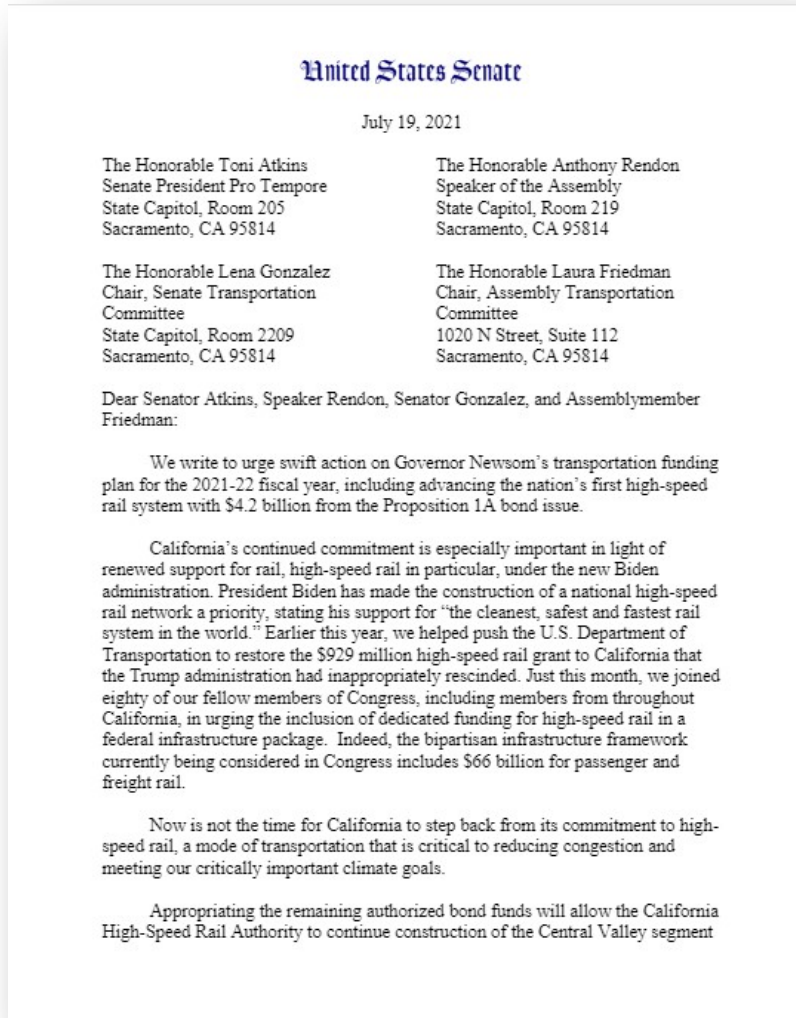


# FEDERAL SUPPORT

“Now is not the time for California to step back from its commitment to high-speed rail, a mode of transportation that is critical to reducing congestion and meeting our **critically important** climate goals.”

“We are going to bat at the federal level for the funding necessary to build this first-in-the-nation high-speed rail system, and we urge the State Legislature to maintain its commitment at the state level.”

– Senator Dianne Feinstein and Senator Alex Padilla  
(July 19, 2021)





# ALL ABOARD! NORTHERN CALIFORNIA SUPPORT



"The City of San José sees the build out of HSR connecting the Capital of Silicon Valley with the economic centers of the Central Valley and Southern California as essential to the future mobility, sustainability, and equitable economic development of the City and the State."

-San Jose Mayor Sam Liccardo



**THANK YOU!**



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