



# SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Local Policy Maker Group  
Thursday, April 27, 2017  
San Carlos, California



# INTRODUCTIONS



## AGENDA REVIEW

- LPMG Chair Report
- California High-Speed Rail Program Update
  - » Statewide Update
  - » San Francisco to San Jose Progression and Range of Alternatives Under Consideration
  - » April Open House Meetings
  - » CSCG Breakout Discussions on Range of Alternatives/Issues and Concerns
- Public Comment
- LPMG Member Comment/Requests
- Adjourn

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## CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE



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## **CALIFORNIA HIGH-SPEED RAIL PROGRAM: Updates**

- **2017 Project Update Report**
- **Authority Board Appointments**
  - » Ernest M. Camacho
  - » Honorable Jim Beall
- **Next Board Meeting: May 10, 2017**



## **CALIFORNIA HIGH-SPEED RAIL PROGRAM: Early Train Operators**

- **HSR 16-13 Request for Qualifications for Early Train Operators**
- **Statement of Qualifications received from:**
  - » China HSR ETO Consortium
  - » DB International US
  - » FS First Rail Group
  - » Renfe
  - » Stagecoach Group plc

## The Economic Impact of California High-Speed Rail



JOB-YEARS OF  
EMPLOYMENT

19,900 - 23,600



LABOR  
INCOME

\$1.38B - \$1.68B



ECONOMIC  
OUTPUT

\$3.5B - \$4.1B

TOTALS FOR JULY 2006 - JUNE 2016

# All Aboard: #Iwillride

## Student Symposium & High-Speed Rail Construction Tour

**LOCATION:**  
Bitwise Industries  
700 Van Ness Ave.  
Fresno, CA 93721

**DATE & TIME:**  
Friday, April 28, 2017  
10:00 a.m. - 4:30 p.m.

**COST INFORMATION:**  
FREE for undergraduate  
and graduate students.

For more information and to register visit: <http://hsr.ca.gov/iwillride/>



**CONSTRUCTION UPDATE: March 2017**

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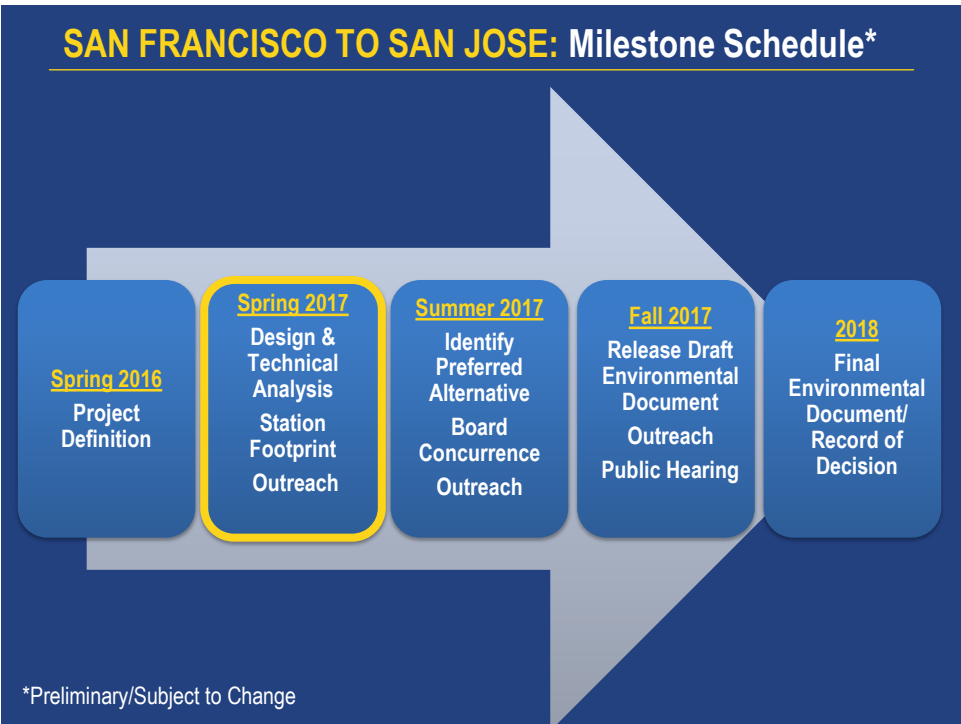
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**SAN FRANCISCO TO SAN JOSE  
SECTION OVERVIEW**



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# SAN FRANCISCO TO SAN JOSE: History



## SAN FRANCISCO TO SAN JOSE: Narrowed Alternatives



\*Alternatives that could be studied in other environmental processes

### Altamont Corridor Alternative (2008)

- Impacts to wetlands, waterbodies and the environment
- Strong support from local cities, agencies and organizations

### Highway 101 and I-280 Alternatives (2008)

- Environmental and socioeconomic impacts
- Lack of connectivity
- Constructability and cost factors

### Fully grade-separated, four-track system (2011)

- Additional community impacts
- Substantially higher-costs (\$6 billion)
- Substantial construction impacts
- Legislation (SB 1029)

### New tunnel alignment from Brisbane to Transbay Transit Center\* (2016)

- Construction challenges
- Shift to blended system

### Optional Mid-Peninsula Station\* (2016)

- Ridership analysis
- Market demand

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## SAN FRANCISCO TO SAN JOSE: Overview

- 51-Mile Blended Corridor
- Smallest footprint of previously considered alternatives
  - » Fewer impacts to landowners
  - » Fewer environmental impacts
- Currently evaluating two alternatives
  - » Three Key Project Elements
  - » Common Project Elements
- Stations being studied
  - » San Francisco (4<sup>th</sup> and King)
  - » Millbrae (SFO)
  - » San Jose (Diridon)
- Elements of the alternatives can be “mixed and matched”



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# SAN FRANCISCO TO SAN JOSE PROGRESSION & ALTERNATIVES



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## SAN FRANCISCO TO SAN JOSE: Range of Alternatives



### Alternative B

- Light Maintenance Facility – Brisbane West
- Additional Passing Tracks
- Aerial Approach to Diridon—Long Viaduct

*Elements of the alternatives can be “mixed and matched”*

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## SAN FRANCISCO TO SAN JOSE: Common Project Elements

- **Station Modifications and Dedicated Platforms**
  - » San Francisco 4<sup>th</sup> and King
  - » Millbrae
- **110 MPH Speeds**
  - » Track modifications are required to support higher speeds



Example of "hold-out rule"

- **4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction in the peak period**
- **Safety modifications at 41 at-grade roadway crossings**
  - » Includes 3 planned grade separation projects - 25<sup>th</sup>, 28<sup>th</sup>, & 31<sup>st</sup> Avenues
- **Address hold-out rule at Burlingame Broadway and Atherton Caltrain Stations**
- **Evaluating potential safety modifications at Caltrain-only stations**

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## LIGHT MAINTENANCE FACILITY: Range of Alternatives



2010

### Brisbane



Alternative B  
West



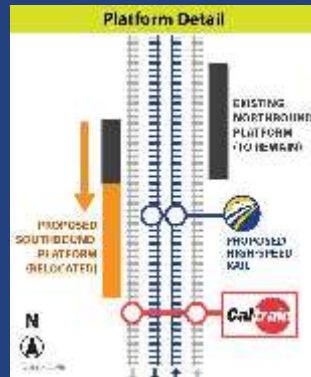
Alternative A  
East

- Operationally infeasible

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## LIGHT MAINTENANCE FACILITY: Alternative A - Brisbane East

- Approximately 105 acres
- Relocates Bayshore Station Southbound platform to south end of existing station

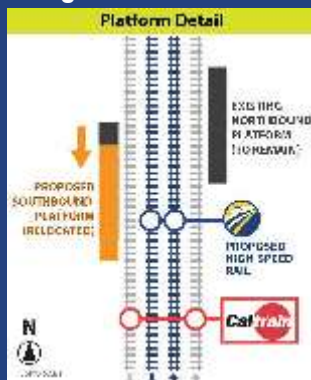


Elements of the alternatives can be "mixed and matched"



## LIGHT MAINTENANCE FACILITY: Alternative B - Brisbane West

- Approximately 95 acres
- Relocates Bayshore Station Southbound platform and east parking lot to south end of existing station



Elements of the alternatives can be "mixed and matched"

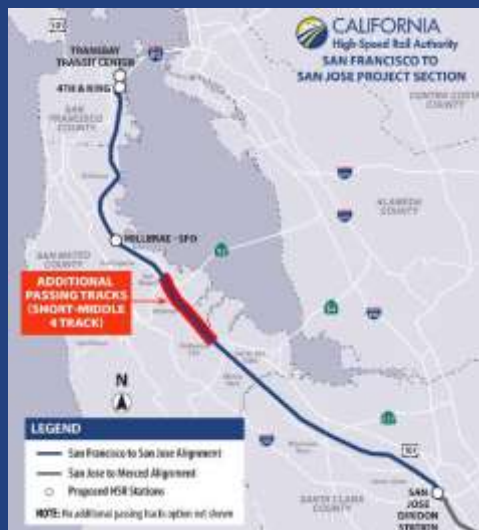


## LIGHT MAINTENANCE FACILITY: Common Elements

- Allows for planned Geneva Avenue Extension
- Reconstructs Tunnel Avenue Overcrossing
- Caltrain Bayshore Station maintains planned connection to Schlage Development
- Caltrain Bayshore Station near existing location, Northbound platform in current location
- Yard Lead Flyover at Caltrain Bayshore Station

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## PASSING TRACKS: Ranged Alternatives



### Short Middle 4-Track Passing Track Option

- Least environmental impacts compared to other build passing track alternatives
- Allows for greatest operational flexibility

### No Additional Passing Track Option

- Avoids construction, right-of-way, and aesthetic impacts of new passing tracks

2016

Note: "Middle" means middle of the corridor

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## PASSING TRACKS: Alternative A - No Additional Passing Tracks

- Avoids construction, right-of-way, and aesthetic impacts of new passing tracks
- Would require Caltrain to periodically wait for High-Speed Rail to pass at existing four-track sections (Brisbane, Redwood City and Lawrence)
- Millbrae 4-track station could provide another opportunity to pass stopped trains



Elements of the alternatives can be "mixed and matched"

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## PASSING TRACKS: Alternative B – Additional Passing Tracks

- 6 miles long
- Extends from south of 9<sup>th</sup> Avenue in San Mateo to north of Whipple Avenue in Redwood City
- Portions that are at-grade and portions that are aerial
- Would incorporate San Mateo 25<sup>th</sup> Avenue Grade Separation Project
- Would require modifications to Hayward Park, Hillsdale, Belmont, and San Carlos Caltrain Stations
- Provides additional operational flexibility compared to No Additional Passing Track Options



Elements of the alternatives can be "mixed and matched" 24

## APPROACH TO DIRIDON: Range of Alternatives



Note: At-Grade at Diridon still being studied

2017

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## APPROACH TO DIRIDON: Alternative A - Short Viaduct

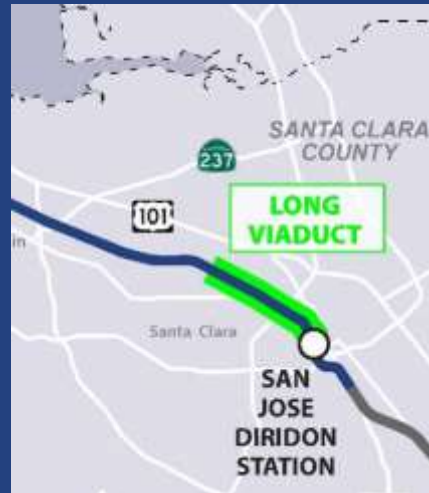
- 1.5 miles long
- Alternative A aerial viaduct would start at I-880 for Diridon Station
- Shorter elevated section
- Need Union Pacific approval to move tracks
- Wider footprint
- Evaluated as a result of community input



Elements of the alternatives can be "mixed and matched" 26

## APPROACH TO DIRIDON: Alternative B - Long Viaduct

- 3.9 miles long
- Alternative B aerial viaduct would start at Scott Boulevard for Diridon Station
- Longer elevated section
- Do not need to move Union Pacific Railroad tracks
- Narrower footprint



*Elements of the alternatives can be "mixed and matched"*

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## APRIL OPEN HOUSE MEETINGS



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## APRIL OPEN HOUSE MEETINGS

San Francisco	Mountain View	San Mateo
Wednesday, April 5, 2017 5:00 p.m. to 8:00 P.M.	Tuesday, April 11, 2017 5:00 p.m. to 8:00 p.m.	Thursday, April 13, 2017 5:00 p.m. to 8:00 p.m.
Metropolitan Transportation Commission 375 Beale Street San Francisco, CA 94105	Success Center 875 West Maude Avenue Mountain View, CA 94043	Silicon Valley Community Foundation 1300 South El Camino Real, Suite 100 San Mateo, CA 94402

- Focus was on the range of alternatives under consideration
- Each meeting was identical in format and content

## APRIL OPEN HOUSES MEETINGS: Key Themes

- Over 234 Attendees
- Over 86 Comments Received
- Key Themes:
  - » Safety
    - Station platforms
    - Pedestrians and bicycles
    - Speed of trains near residences and busy at-grade crossings
    - Frequency of trains through busy at-grade crossings
  - » Noise
  - » Traffic impacts
  - » Funding/budget concerns on High-Speed Rail, Caltrain Electrification, DTX
  - » Multi-modal transfers, station access and connectivity
  - » Urban/economic development within and around station areas
  - » High-Speed Rail and Caltrain service times and operations

## **APRIL CSCG MEETING DISCUSSION: Key Themes**

- **Light Maintenance Facility Options**
  - » East LMF could give City of Brisbane more opportunities to develop west side, not as close to the Bay
  
- **Passing Track Options**
  - » Need to know both operational and environmental impacts to consider all potential tradeoffs
  - » Use of existing 4-tracks in Redwood City
  - » More outreach needed to cities that could be impacted by the potential additional passing tracks (San Mateo, Belmont, San Carlos, Redwood City)
  - » Consider planned and future grade separation projects
  
- **Approach into Diridon Options**
  - » Level of detail of impacts in the EIR/EIS
  - » Modifications at existing grade separations

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## **JUNE CSCG AND LPMG MEETINGS: Schedule Change**

- **CSCG Meeting: Wednesday, June 21**
  
- **LPMG Meeting: Thursday, June 29**

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## **PUBLIC COMMENT**



## **LPMG MEMBER COMMENT/REQUESTS**



## THANK YOU & STAY INVOLVED

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

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