

NORTHERN CALIFORNIA REGION

Local Policy Maker Group

February 28, 2019



CALIFORNIA
High-Speed Rail Authority

MEETING AGENDA

**Introduction from
the Regional
Director**

**Rationale for
Preferred
Alternative**

**Early Train
Operator**

**Outreach
Update**

Introductions

Preferred Alternative

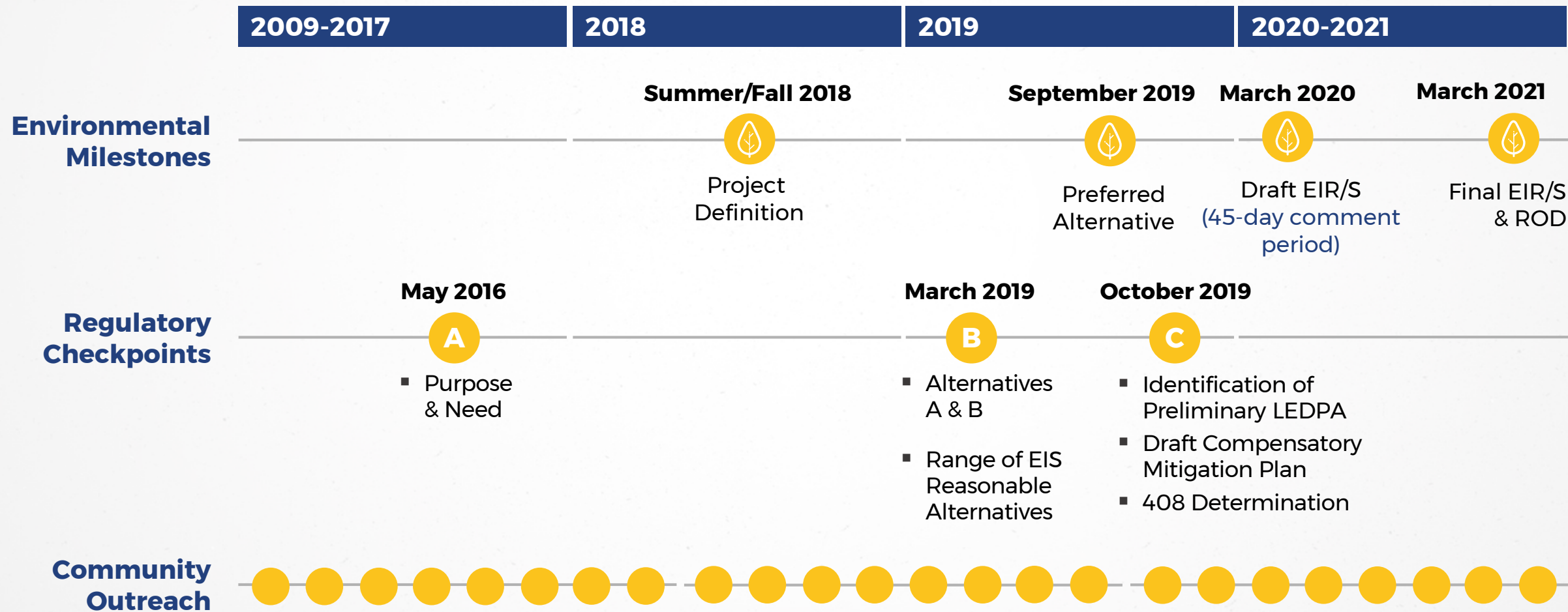
Early Train Operator

Outreach Update

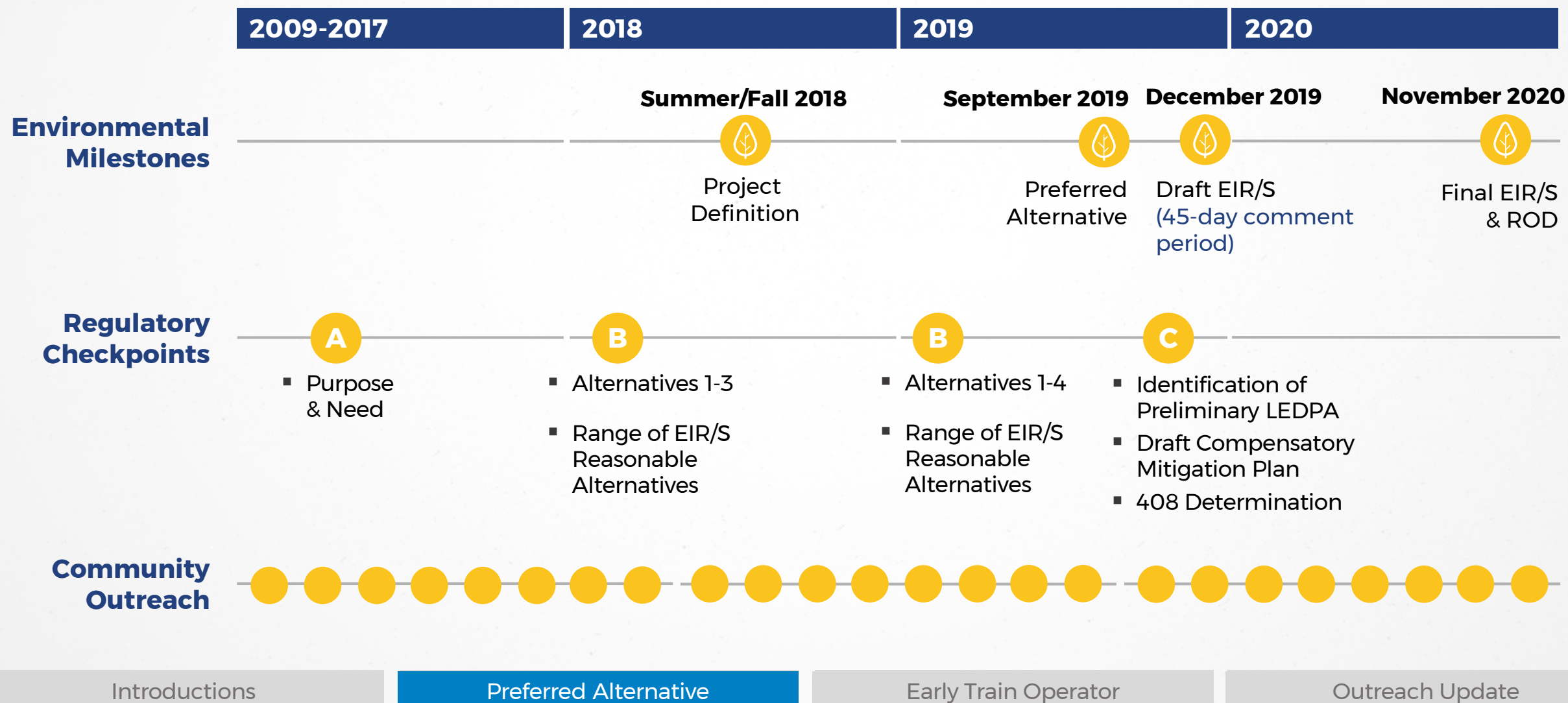
RATIONALE FOR **PREFERRED ALTERNATIVE**

Rebecca Kohlstrand, Northern California Director of Projects

SAN FRANCISCO TO SAN JOSE ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE



SAN JOSE TO MERCED ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE



EVALUATION CRITERIA



- Prop 1A & HSR Business Plan
- HSR Purpose & Need
- HSR Design Criteria
- Feasibility

- Federal & State Regulations
- Practicability
- Environmental Differentiators

- Stakeholder Input on Staff Recommended PA

PROPOSITION 1A & HSR BUSINESS PLAN

Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century Key Design Features:

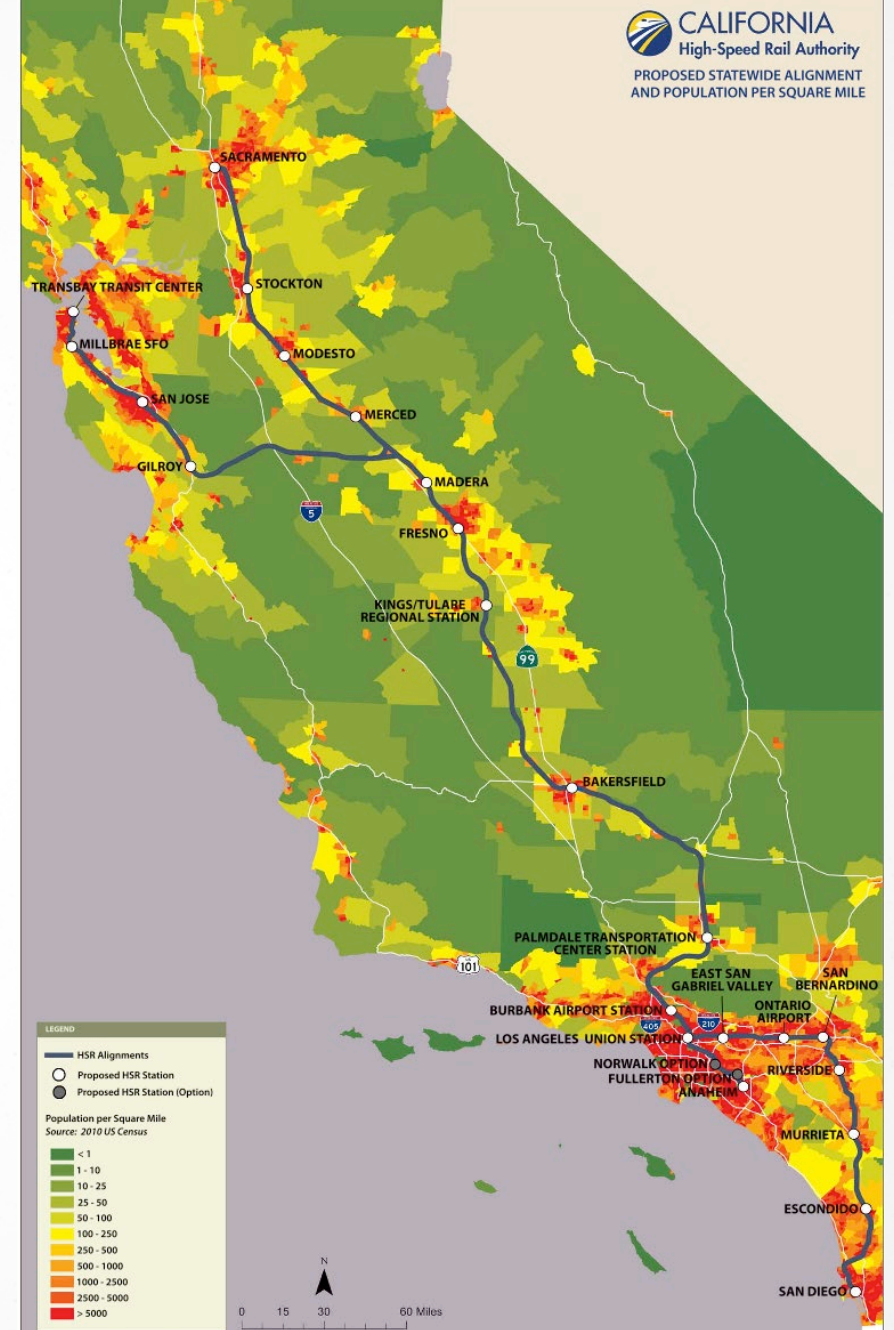
- Identifies HSR station cities
- Identifies travel time between key city pairs (e.g. San Francisco to Los Angeles)
- >200 MPH with <5 minute headways
- Following existing transportation or utility corridors and preserving wildlife movement, where feasible
- Access to other modes of transit and minimize sprawl
- Financially viable



PURPOSE & NEED

- Service to more than 90% of the population of California
- Capable of operating at speeds of up to 220 mph
- Consistent with Proposition 1A

STEP ONE



HSR DESIGN CRITERIA

Must meet HSR design standards:

- Speed
- Performance
- Comfort
- Safety
- Operations
- Maintenance



STEP ONE

FEASIBILITY

Constructible

- Construction access and work windows
- Proven construction methods
- Minimize construction impacts

Affordable

- Cost effective
- Meet Business Plan funding constraints
- Good steward of public funds

Maintainable

- Cost effective
- Durable (100 year service life)



PREFERRED ALTERNATIVE CRITERIA

System Performance, Operations, & Costs

- Alignment length
- Proximity to transit corridors
- Locational effects
- Speed and travel time
- Capital Costs
- O&M Costs

Preferred Alternative Criteria

Environmental Factors

- Analysis will determine which factors are differentiators
- Parks and Recreation Areas
- Historical Sites
- Wetlands
- Environmental Justice

Community Factors

- Acres affected
- Commercial properties
- Residential units
- Schools
- Additional factors identified by communities

KEY FEDERAL AND STATE ENVIRONMENTAL REGULATIONS

Federal Regulations

- Federal Clean Water Act (Sections 401, 402, 404, and 408) – Water quality, Wetlands and Waters of the U.S.; federal flood control projects
- Rivers and Harbors Act (Section 10) – Navigable waters
- U.S. Department of Transportation Act (Section 4(f)) – Publicly-funded Recreational Facilities, Wildlife Refuges, Listed Historic Resources
- National Historic Preservation Act (Section 106) – Cultural Resources
- Civil Rights Act (Title VI) – Environmental Justice
- Federal Endangered Species Act (Section 7) – Biological Resources
- National Environmental Policy Act – Environmental review of federal actions

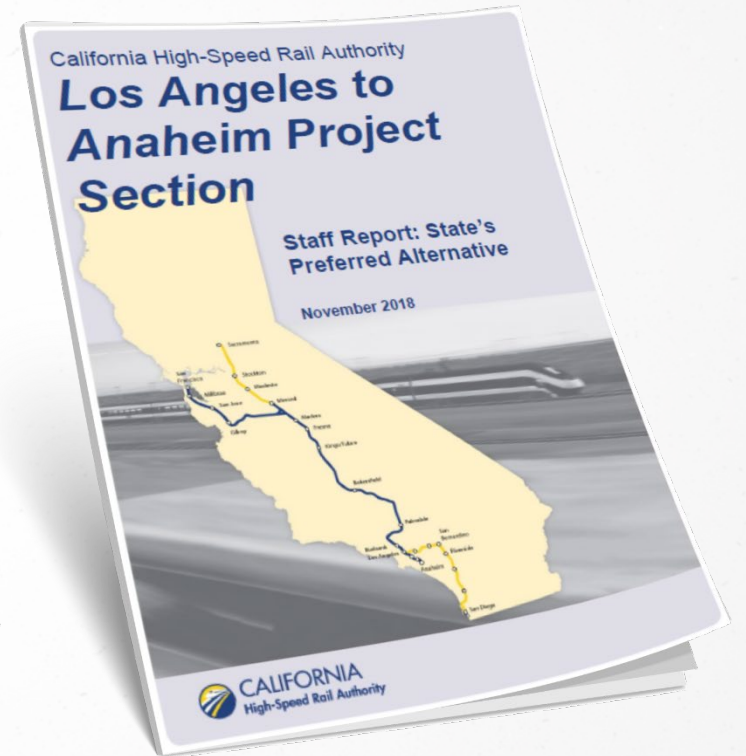
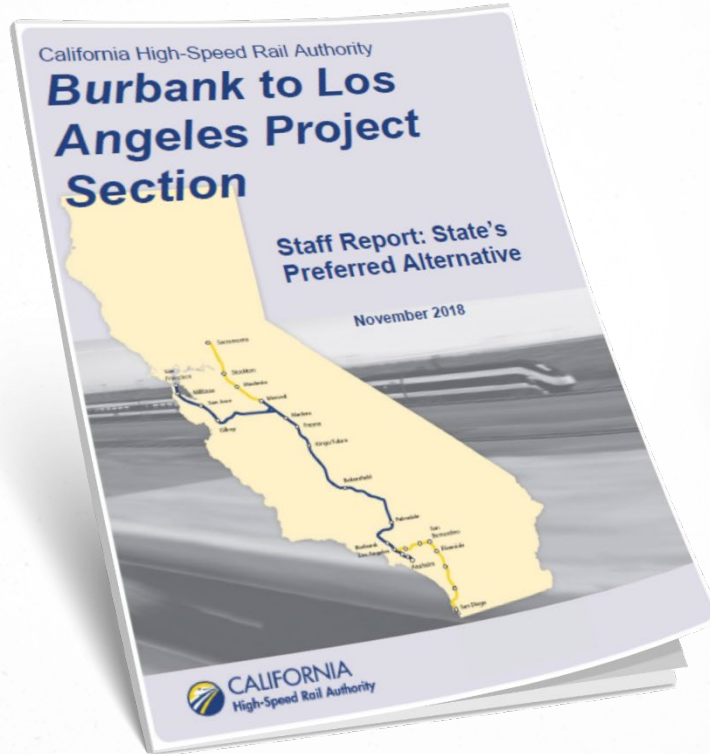
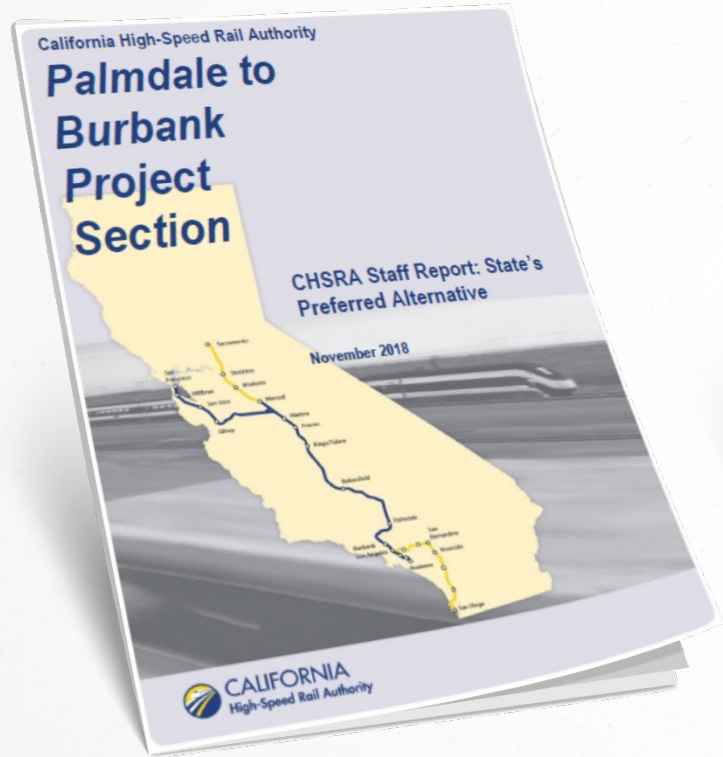
State Regulations

- California Environmental Quality Act – Environmental review of state actions
- California Endangered Species Act (Section 2081) – Rare, Threatened, and Endangered Species
- California Fish and Game Code (various sections) – Biological Resources
- Streambed Alteration (Section 1600 et seq.) – Lake and Streambed Alteration
- Porter-Cologne Water Quality Control Act – Waters of the state; water quality
- San Francisco Bay Conservation and Development Commission (McAteer-Petris Act) – San Francisco Bay resources, Shoreline Uses, and Public Access

POTENTIAL ENVIRONMENTAL FACTORS

- Aesthetics and Visual Quality
- Agricultural Farmland
- Air Quality and Global Climate Change
- Archaeological Resources
- Biological Resources
- Cultural and Historic Resources
- Electromagnetic Fields and Electromagnetic Interference
- Environmental Justice
- Geology, Soils, Seismicity, and Paleontological Resources
- Hazardous Materials and Waste
- Hydrology and Water Resources
- Noise and Vibration
- Parks, Recreation, and Open Space
- Public Utilities and Energy
- Regional Growth
- Safety and Security
- Socioeconomics and Communities
- Station Planning, Land Use, and Development
- Transportation
- Wetlands and Aquatic Resources

SOUTHERN CALIFORNIA STAFF REPORTS



PUBLIC INPUT ON PREFERRED ALTERNATIVE



EARLY TRAIN OPERATOR

Jorge Rios and Hayden West, Early Train Operator



Our Vision



**We want that people
can't imagine life without rail**



EARLY TRAIN OPERATOR (ETO)

Deutsche Bahn

DB Engineering & Consulting USA Inc. | Early Train Operator California High-Speed Rail | 02.19.2019

01 DB Group

02 ETO Goals

03 Team

04 Business Transfer Approach

05 Phases and Processes

06 California High -Speed Rail

07 Transit Oriented Development

DB Group



DB Group is one of the largest rail operators in the world



Mass Transit



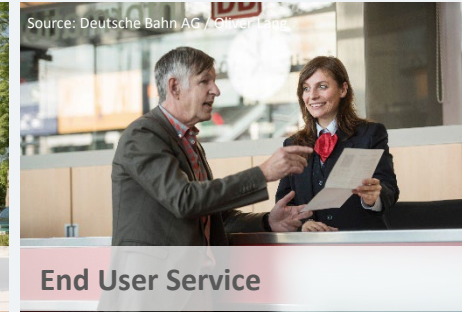
Regional



High-Speed



Intermodal Operations



End User Service



20,800 Miles rail network



8,500 "Call a Bike" make us Germany's largest bicycle rental company



5,700 train stations



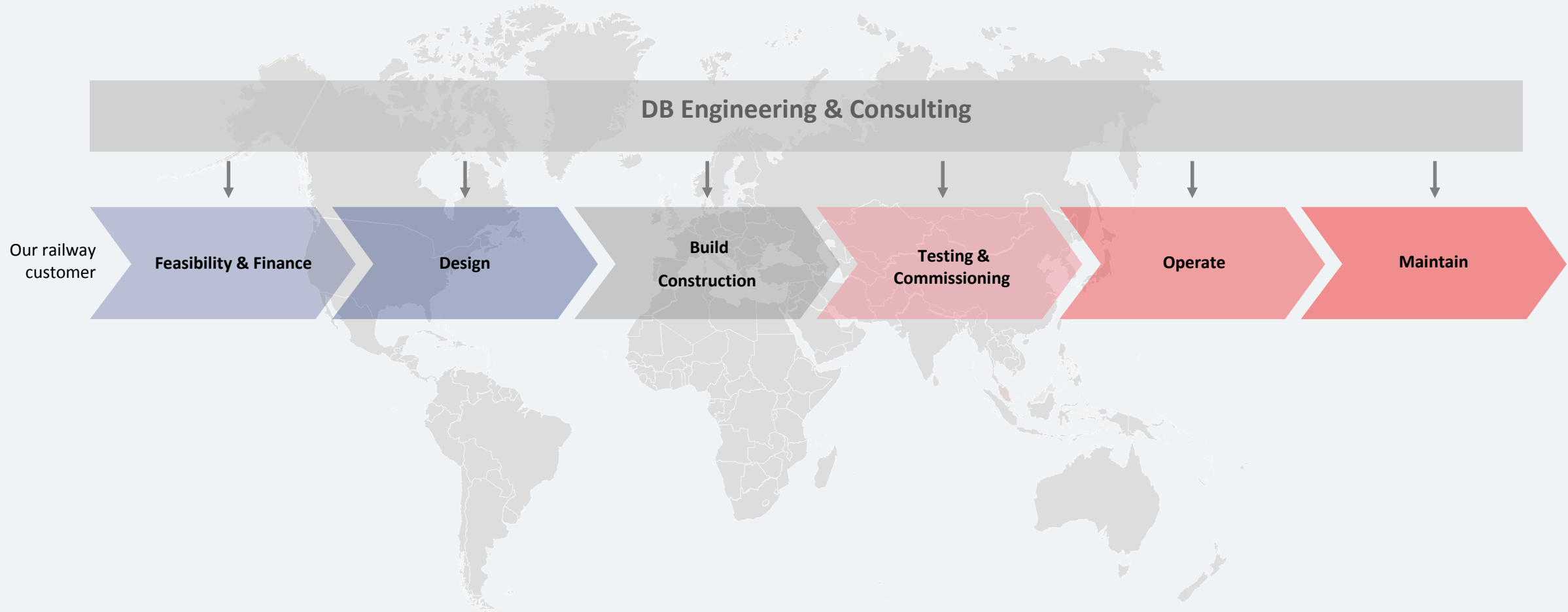
25,000
DB passenger trains per day in Germany



2.7 billion
passengers per year in trains and buses

DB's Value Chain

We are covering the entire value chain in the railway business



ETO Goals



Goals

SYSTEM READINESS

OPERATIONAL READINESS

SUSTAINABLE OPERATIONS

Source: Deutsche Bahn AG / Bartłomiej Banaszak

Team



Business Partners



US-based commuter rail and transit operations



Operating high speed rail networks



California engineering bench strength and expertise

Small Business Partners

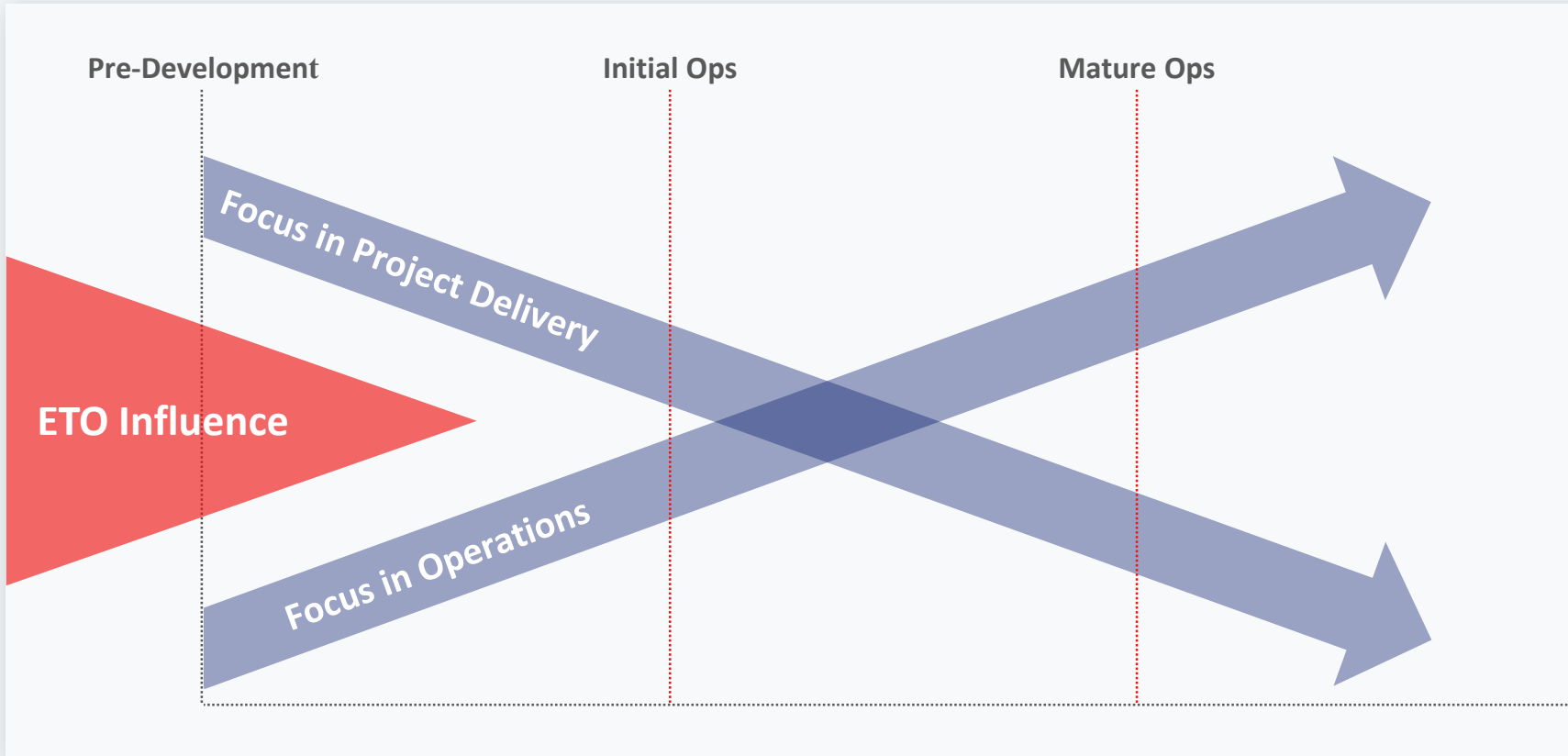


Business Transfer Approach



Business Transfer Approach

CHSR/ETO Business Transition from Project Delivery to Operations



- 1. System Delivery:**
Advise, support and influence all phases of the Rail System
- 2. Operational Readiness:**
Develop all Deliverables required for Revenue Service
- 3. Revenue Operation:**
Franchise Agreement negotiations

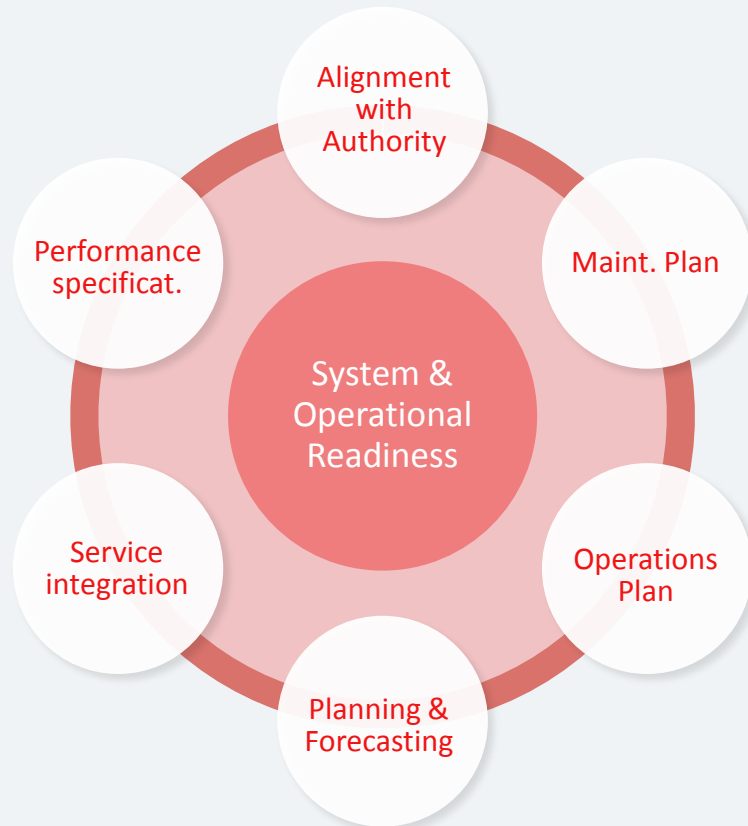
Phases and Processes



Phase 1 and 2

Phase 1 Consulting

General Consulting Services & Key Deliverables



Phase 2 Franchise Agreement

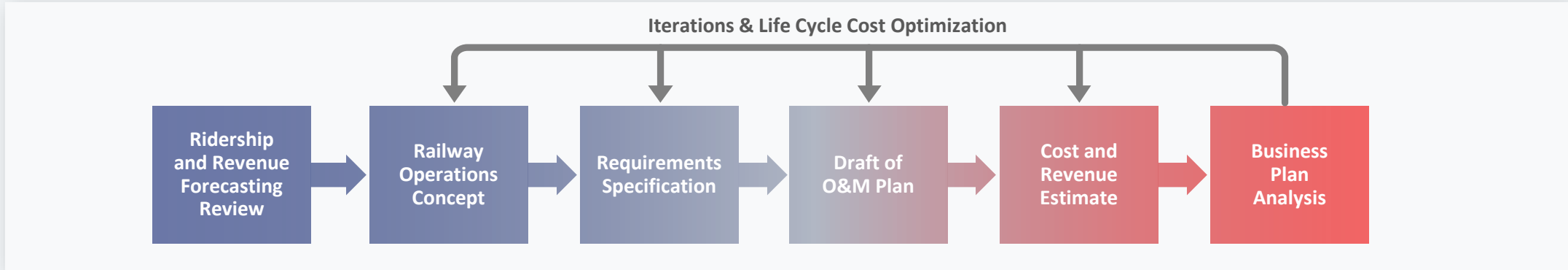
Operation Phase

Pre-Operation

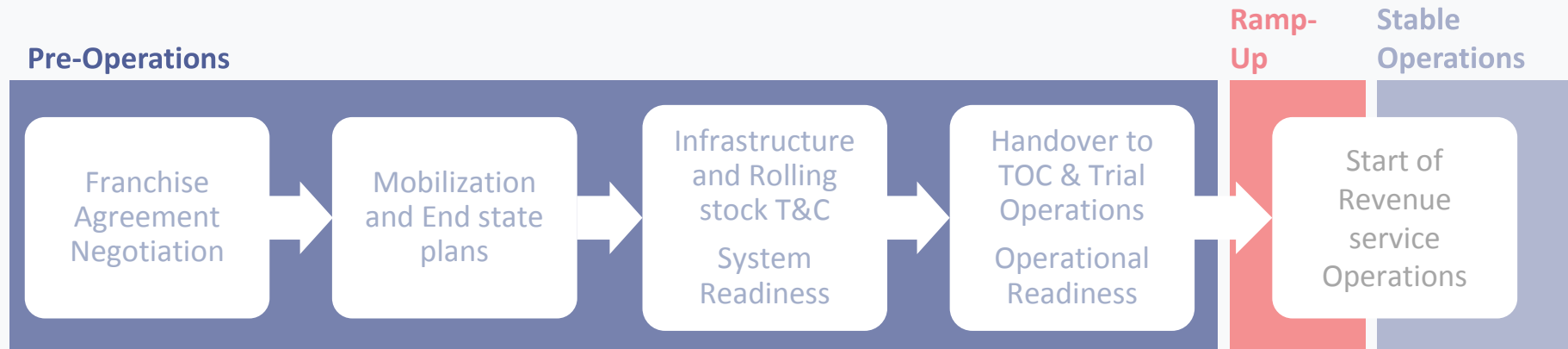
Initial Operation



Implementation and Validation Process of Phase 1 and 2



Implementation Process of the ETO Phase 2



California High-Speed Rail

STATE CONNECTIVITY – ACCESS TO OPPORTUNITIES



State Connectivity, Economic Development and Access to Opportunities (DB –Reference Case)

German Unity Transport Project 8

high-speed line Nuremberg – Erfurt – Halle/Leipzig – Berlin

enter search term ...

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NEWS

THE PROJECT

PROJECT SECTIONS

PROGRESS

MEDIA LIBRARY



The largest rail construction site in Germany
Upgraded and new lines between Nuremberg and Berlin

ICE- und IC-Linien ab 10. Dezember 2017

Ausgewählte Halte in Mitteldeutschland/Bayern/Hessen/Berlin/Brandenburg nach Eröffnung der Neubaustrecke Erfurt–Ebensfeld (bei Bamberg)

ICE-Linien im 2-Stunden-Takt

- Hamburg–Berlin–Halle–München
- Hamburg–Berlin–Leipzig–München
- Berlin–Leipzig–Frankfurt–Stuttgart
- Dresden–Erfurt–Frankfurt–Wiesbaden

ICE Sprinter

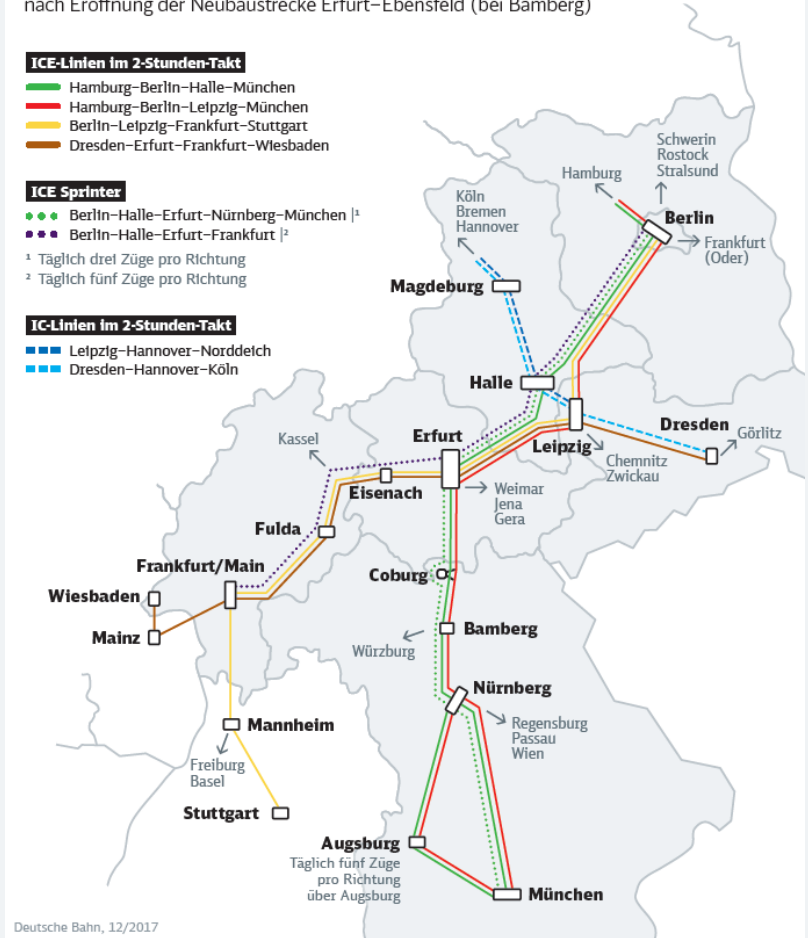
- Berlin–Halle–Erfurt–Nürnberg–München ¹
- Berlin–Halle–Erfurt–Frankfurt ²

¹ Täglich drei Züge pro Richtung

² Täglich fünf Züge pro Richtung

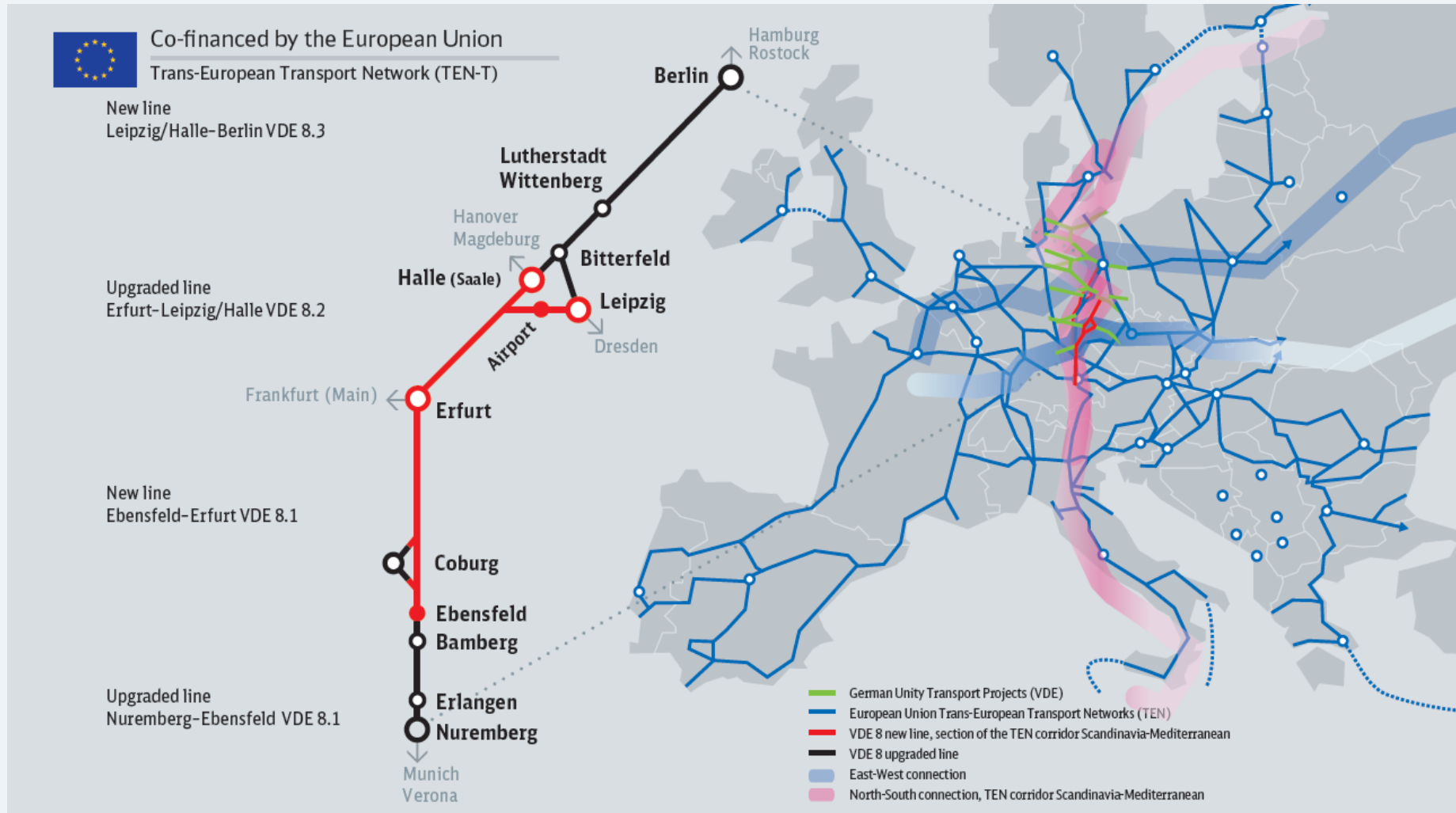
IC-Linien im 2-Stunden-Takt

- Leipzig–Hannover–Norddeich
- Dresden–Hannover–Köln



Deutsche Bahn, 12/2017

State Connectivity, Economic Development and Access to Opportunities (DB –Reference Case)



Transit Oriented Development (TOD) Station Design Walkability/ Accessibility



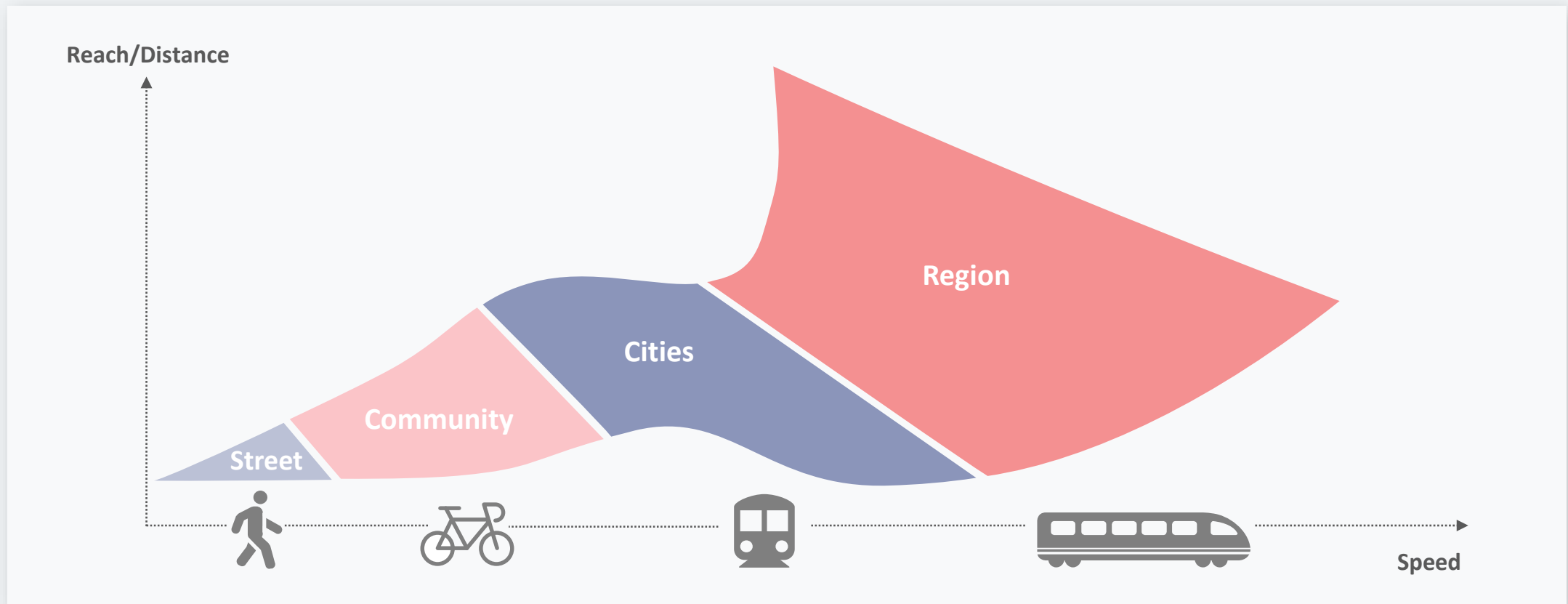
Transit Oriented Development

Features of a modern train station



Scales of Influence

Each of the different scales must be analyzed for each specific location working from the scale of the region down to the scale of the street.



Integration of Communities with High-Speed Rail

(DB Reference Case - economic growth of the town Montabaur in Germany)



Source: Stadt Montabaur

13.8 Mio €
CAPEX station

500
car parking spaces

2,500
pax/d

205 Mio €
private investment

2,200
created jobs

80
companies on site

OUTREACH UPDATE

Morgan Galli, Interim Northern California Regional Stakeholder Manager

SAN FRANCISCO TO SAN JOSE
Community Outreach
Fall 2018/Winter 2019



-  City/County of San Francisco
-  San Mateo County
-  Santa Clara County

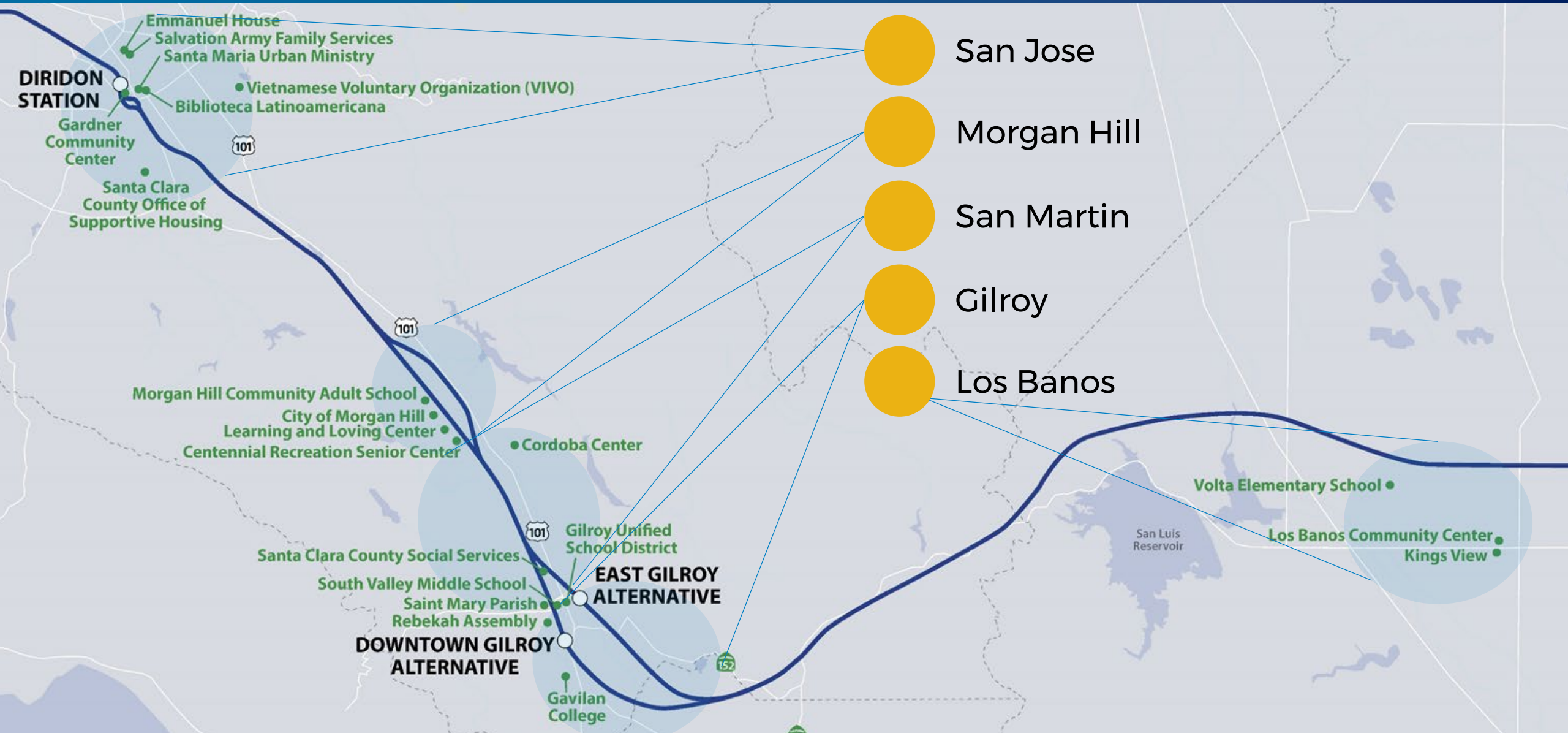
SAN FRANCISCO TO SAN JOSE COMMUNITY OUTREACH

Next Steps

- In-language meetings and materials
 - North Fair Oaks (Spanish)
- Service provider meetings and small groups
- Informational tabling and sharing at community events

SAN JOSE TO MERCED

COMMUNITY OUTREACH Fall 2018/Winter 2019

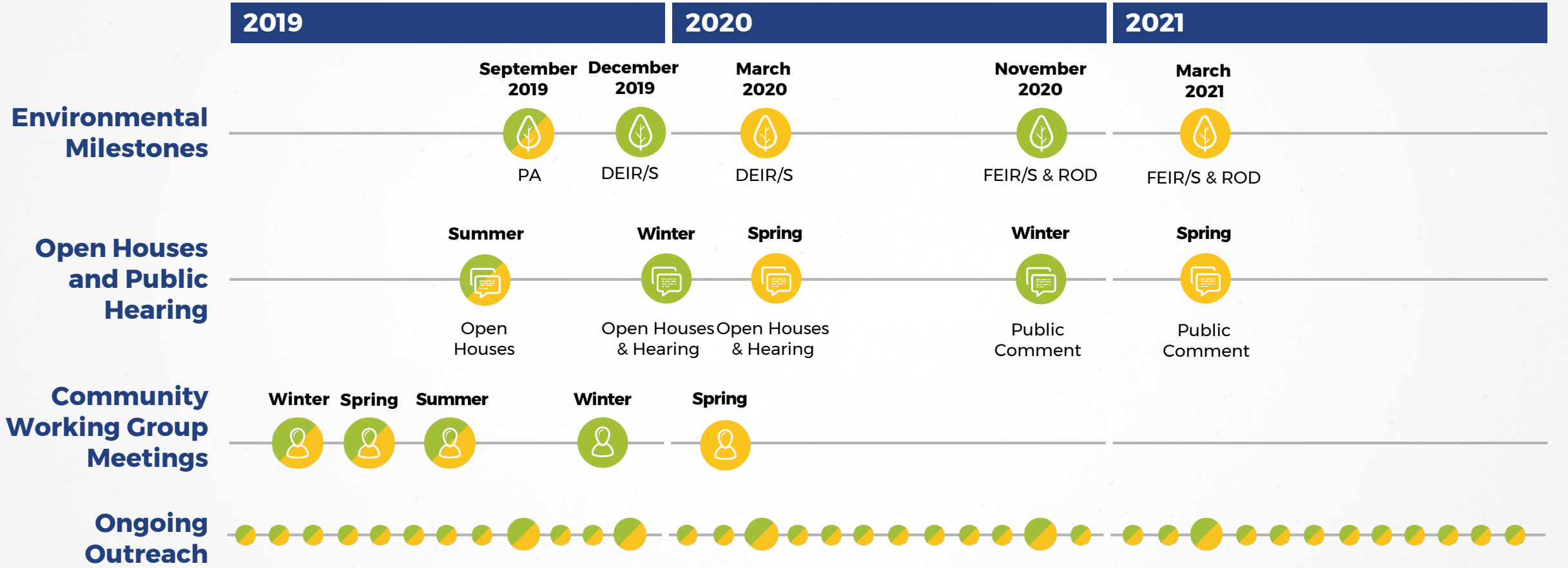


SAN JOSE TO MERCED COMMUNITY OUTREACH

Next Steps

- In-language meetings and materials
 - Gardner Neighborhood (Spanish)
 - Santa Clara County Vietnamese Community (Vietnamese)
- Service provider meetings and small groups
- Informational tabling and sharing at community events

NORTHERN CALIFORNIA OUTREACH



PA = Preferred Alternative
 DEIR/S = Draft Environmental Impact Report/Statement
 FEIR/S & ROD = Final Environmental Impact Report/Statement & Record of Decision

San Francisco to San Jose Project Section
 San Jose to Central Valley Wye Project Extent

UPCOMING WORKING GROUP MEETINGS



WINTER 2019

San Jose CWG

February 21, 6:00 to 8:30 p.m.

Edenvale Branch Library

San Jose, CA

Morgan Hill-Gilroy CWG

March 5, 6:00 to 8:00 p.m.

Morgan Hill Community & Cultural Center

Morgan Hill, CA

San Mateo County CWG

March 12, 2019, 6:00 to 8:00 p.m.

Millbrae Community Center

Millbrae, CA

South Peninsula CWG

March 14, 2019, 6:00 to 8:00 p.m.

Sunnyvale Community Center

Sunnyvale, CA

San Francisco CWG

March 18, 2019, 6:00 to 8:00 p.m.

Bay Area Metro Center

San Francisco, CA



SAN FRANCISCO TO SAN JOSE FLYOVER VIDEO



SAN JOSE TO MERCED FLYOVER VIDEO

THANK YOU & HOW TO STAY INVOLVED

HELPLINE 1-800-435-8670

WEBSITE www.hsr.ca.gov

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