SAN FRANCISCO TO SAN JOSE
PROJECT SECTION
Local Policy Maker Group
Thursday, February 23, 2017
San Carlos, California

INTRODUCTIONS
CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE
Jeff Morales, CEO

HIGH-SPEED RAIL: Connecting California

Increase Mobility
Needed Alternative
Better Air Quality
Job Growth
2016 BUSINESS PLAN: Key Highlights

- Capital Cost Reduction:
  - $67.6 Billion (2014) to $64.2 Billion

- Silicon Valley to Central Valley Line
  - Operational by 2025
  - San Jose-North of Bakersfield
  - $20.7 Billion – Fully Fundable

- Extension to San Francisco, Merced & Bakersfield
  - Operational by 2025
  - Additional $2.9 Billion – Seek Federal Funds

- Phase 1 (San Francisco-LA/Anaheim)
  - Operational by 2029

HIGH-SPEED RAIL: It’s Happening!

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately $3 Billion Investment
CONSTRUCTION VIDEO

Avenue 9 Overcrossing
Construction Update

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-SFO
  » San Jose Diridon Station
  » Gilroy Station
THE BLENDED SYSTEM: What it Means

- Reduced Costs

- Increased Ridership Capacity & Service
  » Primarily Shared Two Track System on Caltrain Corridor

- Environmental Benefits:
  » Improved Regional Air Quality
  » Reduction of Greenhouse Gas Emissions

- Improved Safety
  » Positive Train Control
  » Early Earthquake Warning System
  » Quad Gates, Fencing & Grade Separations

THE BLENDED SYSTEM: How We Got Here

- 2004: Early Planning for a Shared Corridor

- 2009: Planning Advanced

- 2012: Revised 2012 Business

- 2012: Senate Bill 1029

- 2012/13: Regional MOU

- 2016: Regional MOU Supplement
• High-Speed Rail:
  » $713 Million for PCEP
  » $105 for PTC

• TIRCP:
  » $20 Million for PCEP

SAN FRANCISCO TO SAN JOSE PROJECT SECTION UPDATE

Ben Tripousis
SAN FRANCISCO TO SAN JOSE: Overview

- 51-Mile Corridor
- Two Alternatives along the blended service alignment
  » Common Project Elements
  » Range of Alternatives
- Stations Being Studied:
  » San Francisco (4th and King)
  » Millbrae (SFO)
  » San Jose (Diridon)

MILESTONE SCHEDULE*

- Spring 2016: Project Definition
- Winter 2017: Design & Technical Analysis, Station Footprint Outreach
- Summer 2017: Identify Preferred Alternative
- Fall 2017: Release Draft Environmental Document, Outreach
- 2018: Final Environmental Document/Record of Decision

*Preliminary/Subject to Change
ENVIRONMENTAL REVIEW PROCESS UPDATE

Winter
• Range of Alternatives developed and under public review

Spring
• Biological, cultural and socioeconomic studies underway, with site visits scheduled.

Summer
• Preferred Alternative developed with public input

Fall
• Draft Environmental Impact Report and Statement

RANGE OF ALTERNATIVES UNDER CONSIDERATION
Will Gimpel
## SAN FRANCISCO TO SAN JOSE: Range of Alternatives

<table>
<thead>
<tr>
<th></th>
<th>Alternative A</th>
<th>Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area of Potential Passing Tracks</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Light Maintenance Facility – Brisbane East</td>
<td>Light Maintenance Facility – Brisbane West</td>
<td></td>
</tr>
<tr>
<td>No Additional Passing Tracks</td>
<td>Additional Passing Tracks</td>
<td></td>
</tr>
<tr>
<td>Aerial Approach to Diridon - Short Viaduct</td>
<td>Aerial Approach to Diridon - Long Viaduct</td>
<td></td>
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</tbody>
</table>
**LIGHT MAINTENANCE FACILITY: Range of Alternatives**

<table>
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<th>Alternative B</th>
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</thead>
<tbody>
<tr>
<td><strong>Light Maintenance Facility - Brisbane East</strong></td>
<td><strong>Light Maintenance Facility - Brisbane West</strong></td>
</tr>
<tr>
<td>• Relocates Bayshore Station Southbound platform to south end of existing station</td>
<td>• Relocates Bayshore Station Southbound platform and east parking lot to south end of existing station</td>
</tr>
</tbody>
</table>

**Similarities:**
- Allows for planned Geneva Avenue
- Reconstructs Tunnel Avenue Overcrossing
- Approximately 108 acres (West) and 114 acres (East)
- 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

**PROPOSED PASSING TRACKS: Range of Alternatives**

<table>
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<tr>
<th>Alternative A</th>
<th>Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No Additional Passing Tracks</strong></td>
<td><strong>Passing Track Option in the Mid-Peninsula</strong></td>
</tr>
<tr>
<td>• Would use existing four-track sections on the corridor at Lawrence, Redwood City, and Brisbane, similar to the Caltrain Baby Bullets</td>
<td>• Multiple options in evaluation; one to be selected for EIR/EIS</td>
</tr>
<tr>
<td>• Millbrae 4-track station will provide another opportunity for passing</td>
<td></td>
</tr>
</tbody>
</table>
PROPOSED PASSING TRACKS: Range of Alternatives

APPROACH TO DIRIDON: Range of Alternatives

<table>
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<tr>
<th>Alternative A</th>
<th>Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerial Approach to Diridon - Short Viaduct:</td>
<td>Aerial Approach to Diridon - Long Viaduct:</td>
</tr>
<tr>
<td>• Alternative A aerial viaduct would start at I-880 for Diridon Station</td>
<td>• Alternative B aerial viaduct would start at Scott Boulevard for Diridon Station</td>
</tr>
<tr>
<td>• Shorter elevated section</td>
<td>• Longer elevated section</td>
</tr>
<tr>
<td>• Need to move Union Pacific Railroad tracks</td>
<td>• Do not need to move Union Pacific Railroad tracks</td>
</tr>
<tr>
<td>• Wider footprint</td>
<td>• Narrower footprint</td>
</tr>
</tbody>
</table>
APPROACH TO DIRIDON: Alternatives Comparison

SAN FRANCISCO TO SAN JOSE: Common Project Elements

Common Project Elements
(same in both Alternatives)

San Francisco 4th & King Station Modifications
• Dedicated platforms

Millbrae Station Modifications
• Dedicated platforms

Operations
• 110 MPH
• 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction in the peak period
• Track modifications are required to support higher speeds

Safety modifications at 39 at-grade roadway crossings

Address hold-out rule at Broadway and Atherton Caltrain Stations. (And at College Park Caltrain Station with Alternative A)

Note: At-Grade at Diridon still being studied.
OUTREACH UPDATE & BUSINESS OPPORTUNITIES
Morgan Galli

SAN FRANCISCO TO SAN JOSE: Outreach Update

- **Community Working Groups**
  - Meetings held in late January/early February
  - Topics included
    - Statewide Update & Range of Alternatives

- **Recent Outreach Activities**
  - Briefings to Elected Officials
    - San Bruno City Council Presentation
    - Millbrae City Council Presentation
  - Briefings to Business and Community Groups
    - SAMCEDA
    - San Francisco Chamber of Commerce
    - Little Hollywood Neighbors (San Francisco)
    - Friendly Acres Neighborhood Association (Redwood City)

- **Upcoming Outreach Activities**
  - Bayview Hill Neighborhood Association (San Francisco) – March 6
  - Old Quad Residents Association (City of Santa Clara) – March 14
  - Open House Meetings – April (dates TBD)
**CONNECTHSR: High-Speed Rail Vendor Registry**

- Free Online Tool to Connect with Business Opportunities
- Open to All Businesses, Both Large & Small
- Describe & Connect Your Business:
  - Type of Business
  - Services Offered or Supplies Sold
  - Service Counties
  - Certifications
- Learn About:
  - Future Contracting Opportunities
  - Trainings/Workshops
- Register at www.connecthsr.com

**FREE SMALL BUSINESS WORKSHOP**

- Friday, March 10, 2017
- 9:00 a.m. – 1:00 p.m.
- Mexican Heritage Plaza
  1700 Alum Rock Avenue
  San Jose, CA 95116

- Opportunities for Business Owners Include:
  - Networking
  - Presentations from Sen. Jim Beall, San Jose Mayor Sam Liccardo
  - Breakout Sessions
    - DGS On-the-Spot Small Business Certification Workshop
    - Learn about Disadvantaged Business Enterprise (DBE) Certification
PUBLIC COMMENT

LPMG MEMBER
COMMENT/REQUESTS
THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov
Helpline: 1-800-435-8670
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