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

CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE
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*

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**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://frrca.gov/Iwillride/](http://frrca.gov/Iwillride/)
CONSTRUCTION UPDATE: March 2017

SAN FRANCISCO TO SAN JOSE SECTION OVERVIEW
SAN FRANCISCO TO SAN JOSE: History

SAN FRANCISCO TO SAN JOSE: Milestone Schedule*

*Preliminary/Subject to Change
### SAN FRANCISCO TO SAN JOSE: Narrowed Alternatives

#### 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 ($8 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 (4th and King)
  - Millbrae (SFO)
  - San Jose (Diridon)

- Elements of the alternatives can be “mixed and matched”
SAN FRANCISCO TO SAN JOSE PROGRESSION & ALTERNATIVES

SAN FRANCISCO TO SAN JOSE: Range of Alternatives

Alternative A
- Light Maintenance Facility – Brisbane East
- No Additional Passing Tracks
- Aerial Approach to Diridon — Short Viaduct

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”
SAN FRANCISCO TO SAN JOSE: Common Project Elements

• Station Modifications and Dedicated Platforms
  » San Francisco 4th and King
  » Millbrae

• 110 MPH Speeds
  » Track modifications are required to support higher speeds

• 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 - 25th, 28th, & 31st Avenues

• Address hold-out rule at Burlingame Broadway and Atherton Caltrain Stations

• Evaluating potential safety modifications at Caltrain-only stations

LIGHT MAINTENANCE FACILITY: Narrowed Alternatives

2010

Brisbane

Alternative B West
Alternative A East

- Operationally infeasible
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

PASSING TRACKS: Range of 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

Note: “Middle” means middle of the corridor
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”

PASSING TRACKS: Alternative B – Additional Passing Tracks

- 6 miles long
- Extends from south of 9th 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 25th 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”
APPROACH TO DIRIDON: Range of Alternatives

Note: At-Grade at Diridon still being studied

Short Aerial Option (Short Viaduct)
- Evaluated as a result of community input

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

APRIL OPEN HOUSE MEETINGS
APRIL OPEN HOUSE MEETINGS

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

JUNE CSCG AND LPMG MEETINGS: Schedule Change

• CSCG Meeting: Wednesday, June 21

• LPMG Meeting: Thursday, June 29
THANK YOU & STAY INVOLVED

Website:  www.hsr.ca.gov
Helpline:  1-800-435-8670
Email:     san.francisco_san.jose@hsr.ca.gov

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