CALIFORNIA High-Speed Rail Authority

High-Speed Rail Local Policy Maker Group (LPMG)
Meeting Agenda

Thursday, January 28, 2016
6:00 PM – 8:00 PM

Caltrain Offices
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, CA 94070

I. **Introductions** (Ben Tripousis)

II. **State Overview** (Lisa Marie Alley)

III. **Environmental Process & Project Schedule** (Mark McLoughlin)

IV. **Project Description** (Ben Tripousis)

V. **Communications & Outreach** (Lisa Marie Alley/Ben Tripousis)

VI. **Public Comments**

VII. **LPMG Member Comments/Requests**

VIII. **Next Meeting In-Person:** February 25, 2016 (Caltrain), March 24, 2016 (High-Speed Rail)

CALIFORNIA High-Speed Rail Authority

Memorandum

DATE: 01/25/16

TO: High-Speed Rail Local Policy Maker Group (LPMG)

FROM: Ben Tripousis, Northern California Regional Director

SUBJECT: High-Speed Rail Program Overview & Update

Statewide Overview
Lisa Marie Alley, Chief of Communications, will provide a statewide update on the California High-Speed Rail program. This update will highlight current status of Phase I and Phase II of the statewide system, benefits of the program to the communities it will connect and updates on construction that is underway in the Central Valley

Environmental Process & Project Schedule
Mark McLoughlin, Deputy Director of Environmental Services, will provide information related to the environmental process and project schedule for the San Francisco to San Jose Project Section. In late 2015, the Authority's Board of Directors approved the selection of HNTB as the environmental and engineering consultant for Northern California.

The Purpose & Need and the Project Definition are being refined to reflect the implementation of blended infrastructure and operations within the Caltrain corridor. The environmental schedule to achieve clearance has a projected date of November 2017.

Project Description
Ben Tripousis, the Northern California Regional Director will describe the San Francisco to San Jose project section, a blended system which will support modernized Caltrain service and high-speed rail service primarily on shared track largely within the existing Caltrain corridor.

Elements of blended service that defines the scope of the environmental work and stakeholder collaboration, includes, but is not limited to:

- Safety improvements
- Track Adjustments
- Grade Crossing Treatments
- Passing Track(s)
- Train Storage and Maintenance Facility
- Station Elements

CALIFORNIA
High-Speed Rail Authority

CONNECTING AND TRANSFORMING CALIFORNIA

High-Speed Rail Local Policy Maker Group (LPMG)

San Carlos, CA

January 28, 2016

CALIFORNIA
High-Speed Rail Authority

INTRODUCTIONS

CALIFORNIA
High-Speed Rail Authority

STATEWIDE OVERVIEW

CONNECTING CALIFORNIA

- **Phase I:**
  - » 520 Miles
  - » San Francisco to Los Angeles/Anaheim
- **Phase II:**
  - » Extends 300 Miles
  - » Connections to Sacramento & San Diego

HIGH-SPEED RAIL: Helping Shape Cities

- **Ties Economies Together**
  - » San Jose to Fresno = 60 Minutes
  - » Bakersfield to Los Angeles = 60 Minutes
  - » San Francisco to Los Angeles = 2 Hours 40 Minutes
- **Connects With and Reinforces Local Mobility**
- **Foundation for Sustainable Growth**
- **Opportunities for Revitalization in Downtown Cores**

HIGH-SPEED RAIL: Benefits to the Community

- **Environmental Improvements**
  - » Reduction in Greenhouse Gas = Air Quality Improvements
  - » Habitat Mitigation
  - » Resource Preservation

- **Community Enhancements**
  - » Design Guidelines
  - » Grade Crossings/Safety Improvements
  - » Enhanced Productivity

- **Access & Mobility**
  - » Station Communities
  - » Modal Connectivity
  - » Ride Share
  - » Pedestrian and Bike

CENTRAL VALLEY BACKBONE: Work is Underway

- **Construction Package 1: 29 Miles**
  - » DB: Tutor Perini/Zachry/Parsons
  - » PCM: Wong+Harris
- **Construction Package 2-3: 65 Miles**
  - » DB: Dragados/Flatiron
  - » PCM: Arcadis
- **Construction Package 4: 22 Miles**
  - » DB: California Rail Builders
  - » PCM: HNTB

CALIFORNIA
High-Speed Rail Authority

ENVIRONMENTAL PROCESS & PROJECT SCHEDULE

SELECTION OF ENVIRONMENTAL & ENGINEERING TEAM

HNTB

ENVIRONMENTAL PROCESS & SCHEDULE

- **Working to Refine Purpose & Need and Project Definition**
  - » Reflects implementation of blended infrastructure and operations within Caltrain corridor
- **Continue Coordinating Infrastructure Analysis with Caltrain to Define the Project**
- **Developing Strategy for Complying with:**
  - » NEPA/CEQA
  - » 404/408 Integration MOU
- **Continue to Analyze Design Features to Achieve Travel Times**

ENVIRONMENTAL PROCESS & SCHEDULE*

Segment	Progress	Purpose & Need Statement		Alternatives Analysis		Initial Preferred Alternative		Draft EIS		Final EIS / ROD / Permitting		Date EIR/EIS To Be Completed	
	Due Dates	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Original Target	Revised Target
San Francisco to San Jose	Plan Forecast % Complete	Mar-16 Dec-15 65%	Mar-16 Feb-16 65%	Complete Complete 100%	Complete Complete 100%	Jul-16 Jul-16 7%	Jul-16 Jul-16 7%	Jan-17 Jan-17 7%	Jan-17 Jan-17 7%	Nov-17 Nov-17 0%	Nov-17 Nov-17 0%	Nov-17	No Change

*Analysis in Progress/Subject to Change

CALIFORNIA
High-Speed Rail Authority

PROJECT DESCRIPTION

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 Transit Center
  - » San Jose Diridon Station
  - » Gilroy Station

BLENDED SYSTEM: SAN FRANCISCO TO SAN JOSE

- **51-Mile Corridor**
- **Blended Service on Electrified Caltrain Corridor**
- **Stations Being Studied:**
  - » 4th and King
  - » Millbrae-SFO
  - » Mid-Peninsula Option
  - » San Jose (Diridon)

PROJECT DESCRIPTION

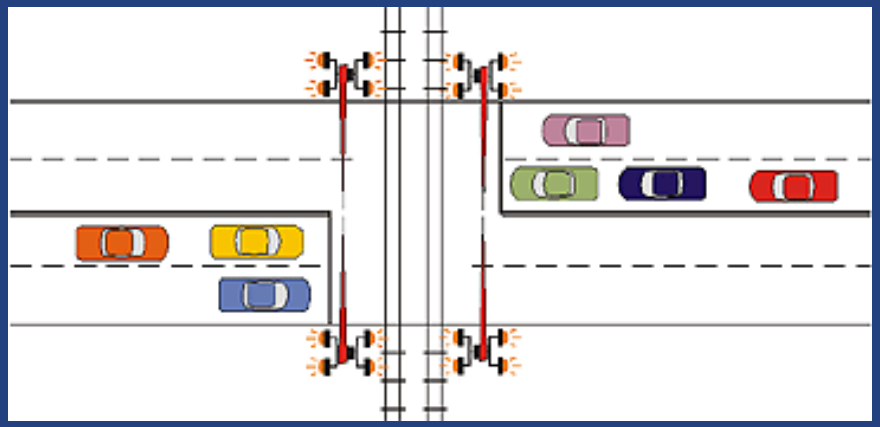
- **This Project Section is not like the others…**
  - » Not drawing new lines on a map and comparing them
  - » Alignment defined by state legislation and regional, multi-agency agreement
  - » High-speed service will be blended with existing, commuter service
  - » Largely on two tracks within Caltrain right-of-way
  - » Design and implemented in a manner that will achieve compliance
  - » Operations of four trains per peak hour per direction

PROJECT DESCRIPTION

- **Elements of Blended Service:**
  - » Safety Improvements
  - » Track Adjustments
  - » Grade Crossing Treatments
    - Fencing, Quad Gates, Grade Separations
  - » Passing Track(s)
  - » Train Storage and Maintenance Facility
  - » Station Elements

BLENDED SERVICE ELEMENTS

- **Safety Improvements**
  - » Perimeter Fencing
  - » Four-Quadrant Gates at At-Grade Crossings
    - Existing one Set of Four-Quadrant Gates at Fair Oaks Lane



- **Track Adjustments**
  - » Upgrades: Supports Faster Trains
  - » Curve Straightening: Supports Higher Speeds
  - » Relocation: Accommodates Improved Track Geometry

BLENDED SERVICE ELEMENTS

- **Grade Crossing & Separations**
  - » 42 At Grade Road Crossings
    - 2 = City and County of San Francisco
    - 30 = San Mateo County
    - 10 = Santa Clara County

- **Grade Separations to be Considered:**
  - » Where roadway traffic impact analysis indicates
  - » Where mutually supported by communities and local municipalities
  - » Where required by higher speeds, per regulation

BLENDED SERVICE ELEMENTS

- **Three Tracks Exist Now To Support Service:**
  - » Near Bayshore Station
  - » Near Redwood City Station
  - » Near Lawrence Station

- **Passing Tracks**
  - » Necessary Four-Track Section to Allow High-Speed Trains to Bypass Slower, Commuter Service

- **Considering Various Design Options for Additional Passing Tracks:**
  - » Multiple Locations Under Review

BLENDED SERVICE ELEMENTS

- **Train Storage and Maintenance Facility**
  - » Purpose
    - Overnight storage of train sets
    - Cleaning and light maintenance
    - Restocking (e.g. café and restrooms)
    - Located near terminal for maximum efficiency

- **Locations Under Consideration:**
  - » Brisbane
  - » Gilroy

BLENDED SERVICE ELEMENTS

- **Station Integration & Locations:**
  - » Transbay Transit Center
  - » 4th and King
  - » Millbrae Intermodal Station
  - » San Jose Diridon Station
  - » Potential Mid-Peninsula Station

- **High-Speed Rail Station Elements:**
  - » Raised, Lengthened, Straightened Platforms
  - » High-speed Passenger Services And Facilities (e.g. Ticketing, Information)

CALIFORNIA
High-Speed Rail Authority

COMMUNICATIONS & OUTREACH

COLLABORATIVE APPROACH

COMMUNITY ENGAGEMENT: Balancing Needs

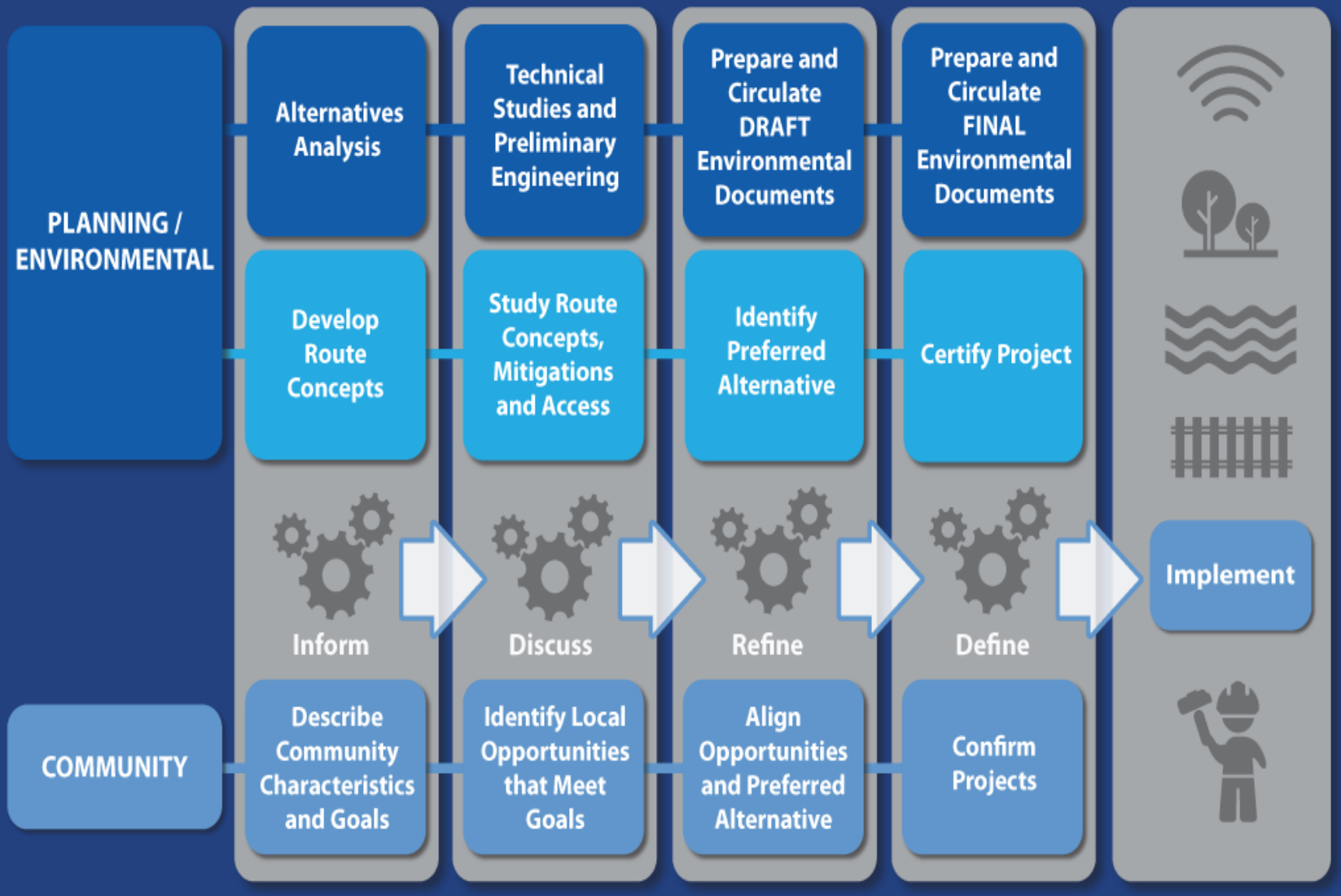
- **Leverage High-Speed Rail Investment To Deliver Value Added Opportunities**
  - » Environmental Opportunities
  - » Access & Mobility Improvements
  - » Community Enhancements
  - » Jobs and the Economy
  - » Stations

- **Engagement in Planning and Environmental Process**
  - » Identify and Prioritize Opportunities for All Communities
  - » Ongoing Reporting of Technical Work
  - » Receive Input and Feedback

COMMUNITY ENGAGEMENT

- **In Collaboration and Partnership:**
  - » Resource Agency Coordination
  - » Stakeholder Briefings/One-on-One Meetings
  - » CSCG/Local Policymaker Group
  - » Community Working Groups
  - » Public Outreach Meetings

COMMUNITY ENGAGEMENT



STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: *(408) 277-1086*

Email: *san.francisco_san.jose@hsr.ca.gov*

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113

instagram.com/cahsra

facebook.com/CaliforniaHighSpeedRail

twitter.com/cahsra

youtube.com/user/CAHighSpeedRail