



**CALIFORNIA**  
**High-Speed Rail Authority**

# **A TRANSFORMATIVE INVESTMENT IN CALIFORNIA'S FUTURE**

**Northern California  
Community Open House Meetings  
September 8 – October 7, 2015**





**CALIFORNIA**  
**High-Speed Rail Authority**

**BEN TRIPOUSIS**

**NORTHERN CALIFORNIA REGIONAL DIRECTOR**



# 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





# Caltrain Modernization Program

- **Early Investment Program (\$1.7 billion)**
  - Advanced Signal System: CBOSS PTC (scheduled completion 2015)
  - Peninsula Corridor Electrification Project (scheduled completion 2020)
- **Funded by 2012 9-Party MOU**
  - \$705 million investment from HSR



# BLENDING SYSTEM: SAN FRANCISCO TO SAN JOSE



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

# THE BLENDED SYSTEM: What It Means For You

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- **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: Strong Support

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*"An electrified, two-track system honors our communities through which Caltrain travels, with the benefits of a 90 percent reduction in pollution and a 64 percent reduction in energy consumption."*

-U.S. Representative Anna Eshoo

*"The blended approach for high-speed and commuter rail along the Peninsula represents the right move for the Bay Area and the State of California, modernizing Caltrain in the near term and eventually transforming mobility statewide."*

-Silicon Valley Leadership Group CEO Carl Guardino

# THE BLENDED SYSTEM: How We Got Here

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- **2004:** Early Planning for a Shared Corridor
- **2009:** Planning Advanced to Identify Specific Improvements & Design
- **2012:** Revised 2012 Business Plan Featured Blended Service:  
*“The proposed blended system for the San Francisco Peninsula is primarily a two-track system that will be shared by Caltrain, high-speed rail service, and current rail tenants. Initial investigations show that blended operations as currently envisioned for the corridor are cost-effective solutions on both a capital and operating basis.”*

# THE BLENDED SYSTEM: Defined by the Legislature

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## 2012: Senate Bill 1029:

*"Any funds appropriated...for projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, shall not be used to expand the blended system to a four-track system."*

*"In adopting a blended approach, the Authority recognizes that this project will only get built by partnering with local and regional governments and transit operators."*



## THE BLENDED SYSTEM: Advance By Regional MOU

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**2012/2013:** Regional MOU Between High-Speed Rail Authority, MTC, Caltrain and Six Other Bay Area Funding Partners:

*"A blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula."*

*"This MOU is specific to project investments that upgrade existing rail services and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail..."*

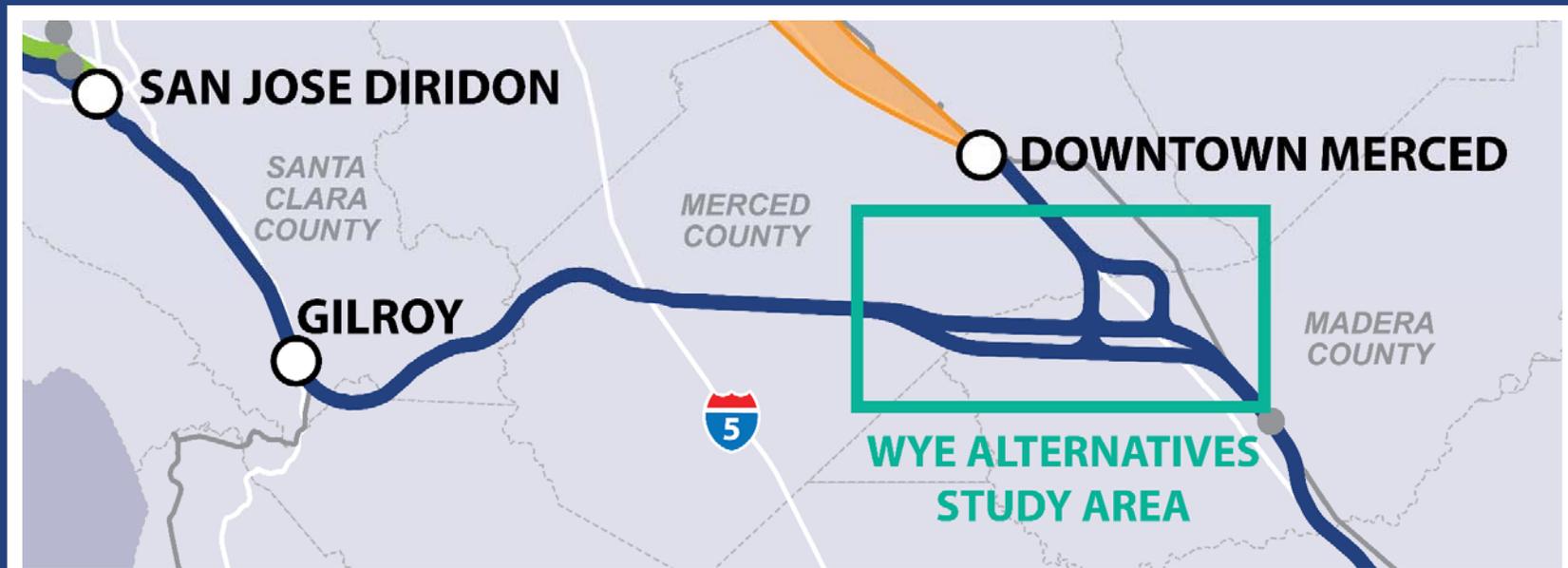
# THE BLENDED SYSTEM: What We Need to Do

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- **Continue Planning & Environmental Studies for:**
  - » Passing Tracks
  - » Curve Straightening
  - » Safety Improvements
  - » Station Areas
  - » Light Maintenance Facility
- **Minimized Impacts:**
  - » Majority of Work within Caltrain Right of Way
- **Next Steps:**
  - » Continue Community & Stakeholder Engagement
  - » Conduct Technical Studies & Environmental Analysis

# SAN JOSE TO MERCED PROJECT SECTION

- 84-Mile Corridor
- Central Valley Wye Portion Being Studied Separately
- Primarily Follows Monterey Highway, Highway 101 and Highway 152 through the Pacheco Pass
- Stations Being Studied:
  - » San Jose (Diridon)
  - » Gilroy



## SAN JOSE TO MERCED PROJECT SECTION: History

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- **2009:** Scoping and Early Planning Underway
- **2010:** Alternatives Analysis Released
- **2011:** Supplemental Alternatives Released
- **2015:** Planning and Environmental Work Continues



# SAN JOSE TO MERCED: What We Need to Do

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- **Continue Planning & Environmental Studies:**
  - » Conduct Detailed Technical Studies
  - » Refine Alignment Concepts
  - » Evaluate Station Locations
- **Next Steps:**
  - » Continue Community & Stakeholder Engagement
  - » Conduct Technical Studies & Environmental Analysis



**CALIFORNIA**  
**High-Speed Rail Authority**

**LISA MARIE ALLEY**

**DEPUTY DIRECTOR OF PUBLIC AFFAIRS**



# WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Curbs Congestion**
  - » LAX to SFO is the **Busiest Short-Haul Market** in US
  - » 1 in 5 Flights out of Bay Area Heads to LA
  - » Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth**
  - » Estimated to Reach **50 Million by 2050**
- **Air Quality/Sustainability**
  - » Meets Goals of AB 32/SB 375
  - » **Worst Air** Communities in the Country
- **Alternatives are Costly**
  - » 2-3 Times **More Expensive**



# CHALLENGES OF TRANSFORMATIVE PROJECTS

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- Transformative Projects Have **Never Been Easy**
- Golden Gate Bridge:
  - » “Upside-Down **Rat Trap** that will Mar the Beauty of the Bay”
  - » **2,000** Plus Lawsuits
- BART: Called the **Train to Nowhere**
- University of California System & California State Water Project:
  - » Single Vote Margins
- **Where would California be without these?**



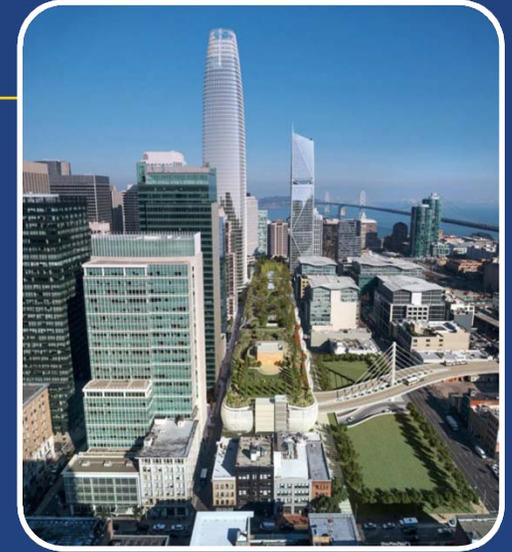
# HIGH-SPEED RAIL: CONNECTING CALIFORNIA



- 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





**CALIFORNIA**  
**High-Speed Rail Authority**

**ALICE RODRIGUEZ**

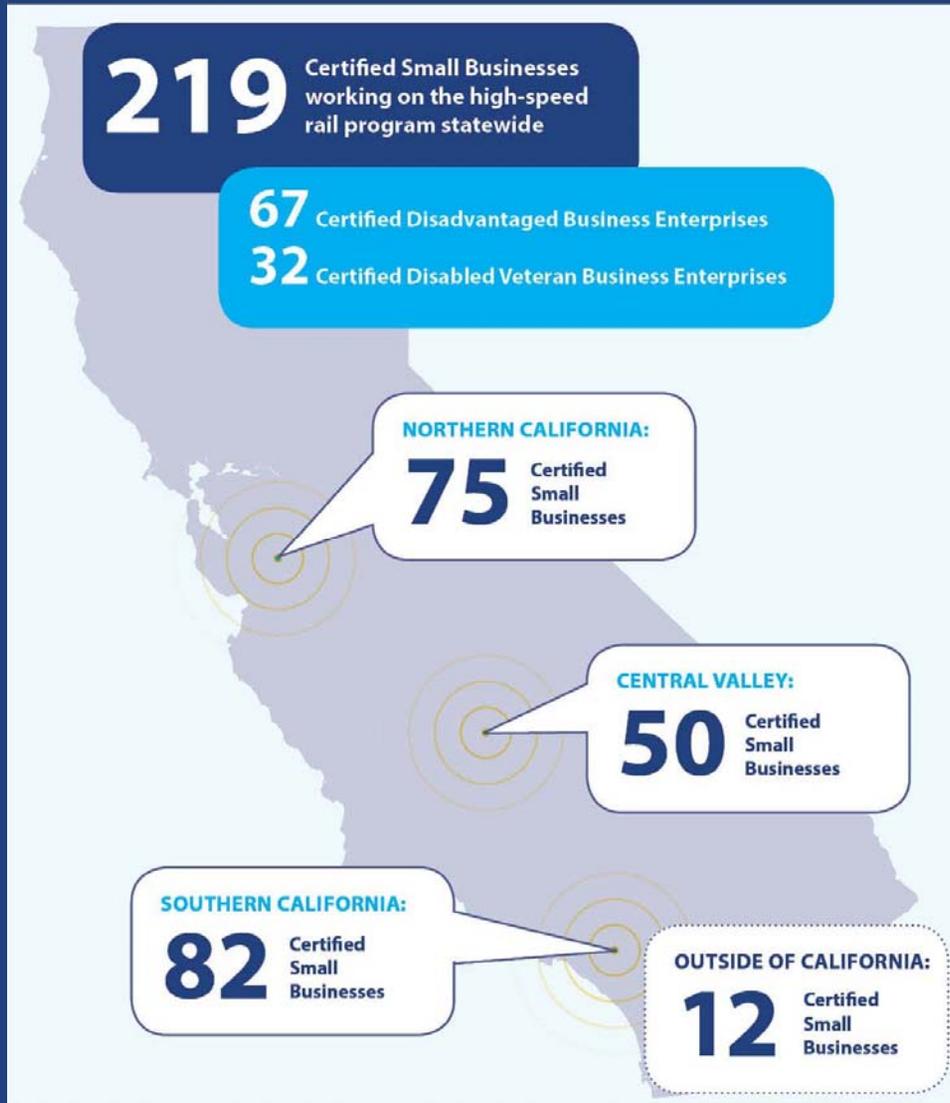
**SMALL BUSINESS ADVOCATE**



# SMALL BUSINESS PROGRAM

## SMALL BUSINESS PARTICIPATION\*

AS OF DECEMBER 2014



\*Based on 32 contracts

- **30% Goal for Small Business Participation**
  - » 10% Disadvantaged Business Enterprises (DBE)
  - » 3% Disabled Veteran Business Enterprises (DVBE)

# REGIONAL SMALL BUSINESS WORKSHOPS

**Tuesday, September 8, 2015**

10:00 a.m. – 1:00 p.m.

San Francisco Library, Latino Room  
100 Larkin Street  
San Francisco, CA 94102

**Wednesday, September 23, 2015**

10:00 a.m. – 1:00 p.m.

Martin Luther King Library  
150 East San Fernando Street  
San Jose, CA 95112

**Tuesday, September 29, 2015**

10:00 a.m. – 1:00 p.m.

Mountain View Chamber of Commerce  
580 Castro Street  
Mountain View, CA 94041

## Must Bring the Following Materials to Workshop:

- Applicant/Affiliate Federal Tax Returns for the past three (3) years
- Federal Employer Identification Number (FEIN) (if applicable)
- Secretary of State Number (if applicable)
- Home address of Officers, Member/Manager and Partners
- Social Security Number (if sole proprietor)
- Dunn & Bradstreet Number (if applicable)
- Contractors State License Board Number (if applicable)

**\*\*\*Please bring a laptop or tablet to complete online certification at the event \*\*\***

In partnership with:



# HIGH-SPEED RAIL: Creating Jobs & Workforce Development

- Targeting: **California**
- Construction: Direct, Indirect Jobs in Hard-Hit Sectors
- Permanent
- U.S. Conference of Mayors: High-Speed Rail Will Add **\$4.3 Billion** to Los Angeles Regional Economy and **55,000 Jobs** by 2035
- Bay Area Council: Caltrain Electrification Would Create almost **9,600 Jobs** and Generate **\$2.5 Billion** in Economic Activity



# HIGH-SPEED RAIL JOBS

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- Preliminary Construction Phase Jobs
  - » Planners – Transportation, Environmental, Urban
  - » Engineers – Civil, Mechanical/Industrial, Rail, Architectural, computer, Geotechnical, Electrical
  - » Managers/Workers – Contracts, Compliance, Project, Program, Risk
  - » Environmental
  - » Surveyors
  - » Estimators
  - » Right of Way Agents
  - » Outreach/Public Relations
  - » Construction Worker/Trades



# HIGH-SPEED RAIL JOBS

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- Post Construction/Permanent Jobs

- » Trainset Procurement
- » Railcar Manufacturer/Assembly
- » Operation Planners
- » Station Managers/Workers
- » Passenger Service/Reservation Agents
- » Train Operators/Workers
- » Train Dispatchers/Signaling
- » Train/System Security
- » Maintenance Engineers
- » Maintenance Workers – Infrastructure, Train, Station, Track



# STAY INVOLVED

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

**Helpline:** *(408) 277-1086*

**Email:** *[northern.california@hsr.ca.gov](mailto:northern.california@hsr.ca.gov)*

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