MEETING AGENDA

Introductions & Agenda

Project Interfaces & Integration

Project Updates & Alignment Review

Working Group Activity & Report-Out

Community Outreach & Next Steps

Introductions

Interfaces

Alignment

Activity & Report-Out

Outreach & Next Steps
CWG MEMBERS
ROLES AND RESPONSIBILITIES

**Group Role**
- Represent their associations and organizations and provide meaningful input
- Provide their associations and organizations with Authority environmental and engineering team updates
- Engage collaboratively on environmental and engineering work and provide feedback

**Membership Responsibilities**
- Consider and present the interests of your respective communities or organizations
- Participate in open communication despite different interests
- Help move the process forward in the spirit of cooperation
- Request your organizations’ assistance in reaching your membership or network with information and bringing back feedback
PROJECT INTERFACES AND INTEGRATION

Brian Stanke, San Jose Department of Transportation
Boris Lipkin, Northern California Regional Director
Gary Kennerley, San Jose to Merced Section Project Manager
Underground High-Speed Rail Station Feasibility Review

Brian Stanke, San Jose Department of Transportation
PURPOSE OF STUDY & SCOPE

Complete Independent Review of HSR Analysis:

- Underground Station Construction Feasibility
- Cost Estimate for Tunnel
- Risk Assessment

Provide Guidance on Alignment Decisions
# Underground Station – Levels of Review

## Four levels of screening:

- Technically Feasible (Technology)
- Constructible (Risk)
- Practicable (Cost)
- Desirable (Benefits and Impacts)

<table>
<thead>
<tr>
<th>Results</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possibly</td>
<td>At the limits</td>
</tr>
<tr>
<td>Unlikely</td>
<td>High Risk</td>
</tr>
<tr>
<td>No</td>
<td>$5 - 8 Billion</td>
</tr>
<tr>
<td>No</td>
<td>BART, Property &amp; Time Impacts</td>
</tr>
</tbody>
</table>
FATAL FLAWS

BART impacts
- Underground Station Construction Feasibility
- Delays BART until 2028 for coordinated construction
- North Tunnel portal impacts BART yard at Newhall

Property Impacts
- Delays development until 2028
- South portal impacts Tamien Park

Construction Risk and Cost
- $5 to $8 Billion (in 2015 $)
Alignment and Coordination on Projects in San Jose

Boris Lipkin, Northern California Regional Director
Gary Kennerley, San Jose to Merced Section Project Manager
REGIONAL PLANNING PROGRESS

- Caltrain Electrification
- Diridon Station Area Plan Update
- BART Extension to San Jose
- High-Speed Rail Introduction
- Diridon Integrated Station Plan
- Caltrain Business Plan
PARALLEL PLANNING EFFORTS

HSR Environmental Process

Diridon Integrated Station Concept Plan

Caltrain Business Plan
PARTNER REVIEW OF
CITY GENERATED OPTIONS

The partners reviewed the City Generated Options (CGOs) based on the following questions:

What were the outcomes that the City was aiming to achieve with developing the CGOs?

How do those outcomes fit with each of the planning processes and efforts?

What elements may require additional study outside of the already-established planning efforts?
## REVIEW OF CITY GENERATED OPTIONS

### CGO PLANNED OUTCOMES AND CONCEPTS

<table>
<thead>
<tr>
<th>Proposed Outcome/Concept</th>
<th>HSR Environmental</th>
<th>Caltrain Business Plan</th>
<th>Diridon Integrated Station Concept Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extend the Blended System south</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduce property, noise, and visual impacts of HSR infrastructure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase service and capacity at Diridon Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elevate all platforms at Diridon to improve east-west pedestrian connections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relocate CEMOF and Consolidate maintenance facilities in San José</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Analyze impacts at grade crossings along Monterey Corridor</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DIRIDON STATION & APPROACH CONCEPTS

- Relocate CEMOF
- Operational Analysis to Verify
- Relocate VTA Light Rail
- Entry and Exit to
- Resolve Vertical Clearances to Vasona Spur and San Carlos Bridge
- Vertical Clearance at Auzerais
- Profile at W. Virginia
- Freight Connection to Wye
- Profile Does Not Meet HSR Criteria
- Impacts to PG&E Substation
- Feasibility of I-280 Crossing
- Reconstruct Tamien

*Refer to Slide 13. Parallel processes are further reviewing concepts.
CGO MONTEREY CORRIDOR & TUNNEL

- Relocate Capitol Caltrain Station
- Feasibility of Transition from Cut and Cover to Bored Tunnel
- Proposed Combined Maintenance Facility
- ROW Needed for Tunnel Under Silver Leaf Neighborhood
- UPRR Agreement Needed for Trench
- Tunnel Increases Cost up to $2 Billion
- East of US-101 Alignment Infeasible to South

Capitol to Southern City Limit

*Refer to Slide 13. Parallel processes are further reviewing concepts.*
Milestones

2019 MAJOR MILESTONES

Winter
- Review of Scenarios (March)
- Adoption of Service Vision
- Single Preferred Option (May)
- Select Preferred Alternative (September)
- Business Plan Adoption
- Draft EIR/EIS (December)

Spring
- Adoption of Service Vision
- Single Preferred Option (May)
- Policy Board Direction on Preferred Option (Summer)
- Phase II (Fall/Winter)

Summer
- Select Preferred Alternative (September)
- Business Plan Adoption
- Draft EIR/EIS (December)
- Policy Board Direction on Preferred Option (Summer)
- Phase II (Fall/Winter)

Fall
- Business Plan Adoption
- Draft EIR/EIS (December)
- Policy Board Direction on Preferred Option (Summer)
- Phase II (Fall/Winter)

Winter
- Draft EIR/EIS (December)
- Policy Board Direction on Preferred Option (Summer)
- Phase II (Fall/Winter)

Outreach

High-Speed Rail
- Winter CWG
- Spring CWG
- Summer CWG & Open Houses
- Fall-Winter CWG & Open Houses

Caltrain
- Quarterly Citizen Advisory Committee (CAC) and Stakeholder Advisory Group (SAG) Meetings

DISC
- Scenario Evaluation (Winter)
- Selection of Preferred Option (Spring)
- Policy Board Direction on Preferred Option (Summer)
- Phase II (Fall/Winter)
DIRIDON INTEGRATED STATION CONCEPT PLAN

A partnership of the City of San Jose, VTA, Caltrain, and the California High-Speed Rail Authority to plan for the integration of future and existing services.

- Community Meeting: December 10, 6-8 PM, Westminster Church
- Video of the SAAG meeting on October 18, 2018, including a 30-minute background presentation on the Concept Plan beginning at 2:00
- Draft Outreach Strategy for the Diridon Integrated Station Concept Plan
- For questions or to request a Presentation to your organization, contact Lori Severino at: lori.severino@sanjoseca.gov
CONNECTING COMMUNITIES STRATEGY

1. Define Values & Map Considerations
2. Validate Community Opportunities
3. Identify & Categorize Projects
CONNECTING COMMUNITIES STRATEGY

California Climate Investments

- Active transportation
- Station access
- Transit-oriented development & affordable housing
- Low carbon transportation
- Environmental Justice community access to jobs & education

Community Projects

TRANSPORTATION

ENERGY

NATURAL RESOURCES

Introductions Interfaces Alignment Activity & Report-Out Outreach & Next Steps
PROJECT UPDATES & ALIGNMENT REVIEW

Gary Kennerley, San Jose to Merced Section Project Manager
Dave Shpak, San Jose to Merced Deputy Project Manager
### TYPICAL SECTIONS DIRIDON APPROACH

#### Viaduct
- To I-880: **4-mile** aerial structure from I-880 to Diridon Station to West Alma Ave.
- To Scott Blvd: **6-mile** aerial structure from Scott Blvd. to Diridon Station to West Alma Ave.
- Aerial Diridon Station
**TYPICAL SECTIONS**  **DIRIDON APPROACH**

**Blended At-Grade**
- Two electrified tracks and one conventional track
- Predominantly within the existing railroad ROW
- At-grade tracks with quad gates at Auzerais and West Virginia
### TYPICAL SECTIONS MONTEREY CORRIDOR

#### Viaduct
- Located in median
- Height varies (45 to 85 ft)
- Monterey Rd reduced to 4 through lanes
**TYPICAL SECTIONS MONTEREY CORRIDOR**

**Dedicated At-Grade Along Monterey Rd**
- Located between Monterey Rd and UPRR
- Monterey Rd reduced to 4 through lanes
- Grade separations at Skyway, Branham, and Chynoweth
**TYPICAL SECTIONS MONTEREY CORRIDOR**

**Blended At-Grade**

- Two electrified tracks and one conventional track
- Predominantly within the existing railroad ROW
- At-grade tracks with quad gates at Skyway, Branham, and Chynoweth

![Diagram showing typical UPRR Right-of-Way with Blended tracks and specific dimensions.]
SAN JOSE TO MERCED
ENVIRONMENTAL MILESTONES

- **Project Definition**: Summer/Fall 2018
- **Preferred Alternative**: September 2019
- **Draft Environmental Impact Report/Statement**: December 2019
- **Final Environmental Impact Report/Statement & Record of Decision**: November 2020
Overview of High-Speed Rail Wildlife Corridor Assessment

Dave Shpak, San Jose to Merced Deputy Project Manager
WILDLIFE MOVEMENT TODAY

Wildlife occupy and move across Coyote Valley...

Photographs by Pathways for Wildlife.
WILDLIFE MOVEMENT TODAY

…but are increasingly constrained by urban development and the transportation corridor

Existing transportation-related barriers in Coyote Valley

- US 101
- Monterey Road
- Union Pacific Railroad

Source: Pathways for Wildlife.
WILDLIFE MOVEMENT
CHOKE-POINTS TODAY

Coyote Valley is a crucial wildlife movement corridor between habitats in the Mount Hamilton Range and Santa Cruz Mountains.

# GENERAL APPROACH – MOVEMENT GUILDS

<table>
<thead>
<tr>
<th>Movement Guild</th>
<th>General Attributes</th>
<th>Typical Species Assigned to Guild</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low mobility small fauna</td>
<td>Small, slow-moving, species requiring specific conditions for dispersal and survival; may be corridor dwellers or passage species</td>
<td>Invertebrates, Frogs, Toads, Some salamanders</td>
</tr>
<tr>
<td>Moderate mobility small fauna</td>
<td>Small species adaptable to various types of structures; require some cover for dispersal</td>
<td>Squirrels, Raccoon, Weasel, Fox</td>
</tr>
<tr>
<td>Adaptive high mobility fauna</td>
<td>Adaptable and highly mobile species use a variety of structure types sized proportional to body type</td>
<td>Black bear, Bobcat, Coyote, Lynx</td>
</tr>
<tr>
<td>High openness high mobility carnivores</td>
<td>Highly mobile species that tend to prefer good visibility and may require some cover</td>
<td>Mountain lion</td>
</tr>
<tr>
<td>Adaptive ungulates</td>
<td>Species requiring good visibility on a horizontal plane (wide field of view) and moderate cover; require taller and wider openings than the high openness high mobility carnivores guild</td>
<td>Deer</td>
</tr>
<tr>
<td>Very high openness fauna</td>
<td>Species requiring very wide fields of vision and line of sight</td>
<td>Elk</td>
</tr>
<tr>
<td>Aquatic fauna</td>
<td>Species requiring waterways, including canals and ditches, for migration</td>
<td>Aquatic/riparian corridor obligate species</td>
</tr>
<tr>
<td>Aerial fauna</td>
<td>Species that fly</td>
<td>Songbirds, Raptors, Bats, Insects</td>
</tr>
</tbody>
</table>

Based on Kintsch and Kramer 2011
## GENERAL APPROACH - FOCAL SPECIES

<table>
<thead>
<tr>
<th>Species Movement Guild</th>
<th>Monterey Road Corridor(^1)</th>
<th>Morgan Hill to Gilroy</th>
<th>Pacheco Pass</th>
<th>San Joaquin Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low mobility small fauna</td>
<td>▪ California tiger salamander</td>
<td>▪ California tiger salamander</td>
<td>▪ California tiger salamander</td>
<td>▪ California tiger salamander</td>
</tr>
<tr>
<td>Moderate mobility small fauna</td>
<td>▪ American badger</td>
<td>▪ American badger</td>
<td>▪ American badger</td>
<td>▪ Fresno kangaroo rat</td>
</tr>
<tr>
<td>Adaptive high mobility fauna</td>
<td>▪ Bobcat</td>
<td>▪ Bobcat</td>
<td>▪ Bobcat</td>
<td>▪ Bobcat</td>
</tr>
<tr>
<td>High openness high mobility carnivores</td>
<td>▪ Mountain lion</td>
<td>▪ Mountain lion</td>
<td>▪ Mountain lion</td>
<td>▪ Mountain lion</td>
</tr>
<tr>
<td>Adaptive ungulates</td>
<td>▪ Black-tailed deer</td>
<td>▪ Black-tailed deer</td>
<td>▪ Black-tailed deer</td>
<td>▪ Black-tailed deer</td>
</tr>
<tr>
<td>Very high openness fauna</td>
<td>▪ Tule elk</td>
<td>▪ Tule elk</td>
<td>▪ Tule elk</td>
<td>▪ Tule elk</td>
</tr>
<tr>
<td>Aquatic fauna</td>
<td>▪ Steelhead</td>
<td>▪ Steelhead</td>
<td>▪ Steelhead</td>
<td>▪ Giant garter snake</td>
</tr>
<tr>
<td>Aerial fauna(^2) (e.g., bats, birds, flying insects)</td>
<td>▪ Bay checkerspot butterfly</td>
<td>▪ Bay checkerspot butterfly</td>
<td>▪ Birds</td>
<td>▪ Birds</td>
</tr>
<tr>
<td></td>
<td>▪ Birds</td>
<td>▪ Townsend's big-eared bat</td>
<td>▪ Townsend's big-eared bat</td>
<td>▪ Townsend's big-eared bat</td>
</tr>
</tbody>
</table>

\(^1\)San Jose Diridon Approach omitted from slide
\(^2\)The HSR wildlife corridor analysis assumes very high mobility in the study area
COYOTE VALLEY WILDLIFE UNDERCROSSINGS

TULARE HILL
SAN JOSE
COYOTE
MORGAN HILL
COYOTE VALLEY WILDLIFE UNDERCROSSINGS

Large Wildlife Crossing
Small Wildlife Crossing

N 0 1 miles
WILDLIFE UNDERCROSSINGS

Design consideration

- Rocks for small animal cover and to discourage vehicle trespass

Boulders block access to unauthorized vehicles at wildlife underpass, US Hwy 95, Chilco, Idaho, USA
(©Marcel Huijser https://goo.gl/vdRt1f)
Design consideration

- Pipes placed in large undercrossings to provide cover for small mammal or amphibian movement

Source: Tony Clevenger. DOT-FHWA Wildlife Crossing Structures Handbook, p. 144
Photo: Tony Clevenger
WILDLIFE UNDERCROSSINGS

Design consideration

- Undercrossing access by gentle slope down from existing grade

Wildlife underpass that is not level with the surrounding landscape, SP-225, near Brotas, São Paulo, Brazil
(© Marcel Huijser https://goo.gl/xGjcVo)
WILDLIFE INTRUSION DETERRENTS

Coyote Valley Grade Crossings
- Blanchard Road
- Palm Avenue
- Live Oak Avenue
Integrated jump-out with undercrossing

Wildlife underpass, fencing and jump-outs, near Havre, Montana, USA
(© Marcel Huijser https://goo.gl/sG9wWD)
WORKING GROUP ACTIVITY & REPORT-OUT

Joan Isaacson, Facilitator
SMALL GROUP ACTIVITY

Work with your small group to help answer the questions below:

▪ What community resources or opportunities would you like to highlight?

▪ How does the blended at-grade alternative relate to the community resources you’ve identified compared to the other alternatives?

▪ Which other organizations would be interested in helping answer these questions?
COMMUNITY OUTREACH & NEXT STEPS

Morgan Galli, Northern California Outreach Manager
SAN JOSE TO MERCED
Community Outreach
Summary since 2016

Open Houses
▪ 8 Open Houses held Over 550 Attendees

Working Groups
▪ 6 Technical Working Group Meetings
▪ 15 Community Working Group Meetings
▪ 150+ organizations participating

Ongoing Community Outreach
▪ Over 450 meetings with stakeholders, neighborhood associations, and community organizations
▪ Multi-faceted, multi-language, multi-community approach
SAN JOSE TO MERCED OUTREACH

Environmental Milestones
- **2018**: Summer/Fall 2018 - Project Definition
- **2019**: September 2019 - Preferred Alternative
- **2020**: December 2019 - Draft Environmental Impact Report/Statement (DEIR/S) (45-day comment period)
- **November 2020**: Final Environmental Impact Report/Statement (EIR/S) & Record of Decision (ROD)

Open Houses and Hearing
- **Summer/Fall 2018**: Open Houses
- **Fall/Winter 2018**: Open Houses & Hearing
- **Summer/Fall 2019**: Public Comment

Technical and Community Working Group Meetings
- **November**: Winter
- **Winter**: Spring
- **Spring**: Summer
- **Summer**: Fall/Winter

Community Outreach
- Introductions
- Interfaces
- Alignment
- Activity & Report-Out
- Outreach & Next Steps
WORKING GROUP MEETINGS
TOPICS UNDER CONSIDERATION

2018
November
- CWG Reaffirmation
- Updates, Alignment Review, and Outreach

2019
Winter
- Rationale for Preferred Alternative
- Environmental Analysis Overview

Spring
- HSR User Experience

Summer
- Review of Alternatives and Process for Selecting a Preferred Alternative

2020
Fall/Winter
- Preferred Alternative
- Process for Providing Comment on Draft Environmental Impact Report/Statement

Core Topics
- CWG Reaffirmation
- Updates, Alignment Review, and Outreach

Additional Topics
- Community Resources Activity
- Flyover and Visual Simulation of Alternatives
- Safety
- Noise
- Traffic
- Overview of Mitigation Measures

Partner Topics
- Project Interfaces and Integration
- Diridon Station
- Caltrain Business Plan Service Vision

Introductions
Interfaces
Alignment
Activity & Report-Out
Outreach & Next Steps
PUBLIC COMMENT
THANK YOU & HOW TO STAY INVOLVED

WEBSITE  www.hsr.ca.gov
HELPLINE  1-800-455-8166
EMAIL  San.Jose_Merced@hsr.ca.gov

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

www.hsr.ca.gov

instagram.com/cahsra
facebook.com/CaliforniaHighSpeedRail
twitter.com/cahsra
youtube.com/user/CAHighSpeedRail