SAN JOSE TO MERCED PROJECT SECTION
San Jose Community Working Group Meeting

May 2, 2019
Edenvale Library
San Jose, CA
MEETING OBJECTIVES

- Build understanding of the safety and security characteristics of a high-speed rail system
- Provide a preview of the Preferred Alternative
- Provide an overview of the proposed process for CWG feedback on the Preferred Alternative
MEETING AGENDA

Introductions & Agenda Review

Safety & Security Characteristics of High-Speed Rail

Preferred Alternative Engagement Update

Partner Updates

Public Comment
SAFETY & SECURITY CHARACTERISTICS OF HIGH-SPEED RAIL

Simon Whitehorn, Deputy Director, Operations & Maintenance
Dedicated and secure high-capacity communications network with whole network coverage

Constant communication between wayside and train

Specialist high-speed passenger trainset

Train mounted systems for Train Control and Communications.

High-voltage electrified overhead catenary system

Highly engineered track with minimal curves and gradients

Engineered track foundations

Duplicated communication lines
Right-of-way systems –
• Broken Rail Management
• Train Detection
• Earthquake Monitoring
• Rock Fall Monitoring
• Trespass Detection
• Large Animal Detection
• High Wind monitoring
• Flood Detection

Incursion wall (where applicable)
Security fencing
Wildlife crossing
'Crumple zone' on front and rear of train

Enhanced car couplings

'Emergency windows in each car
Quad road barriers
Channelization
8ft high right-of-way fence
Grade crossing features
FEATURES OF A MODERN RAILROAD SYSTEM

Designed so Safety and Security are built in to every element provided:

- Foundation
- Train
- Operation
PREFERRED ALTERNATIVE ENGAGEMENT UPDATE

Dave Shapk, San Jose to Merced Deputy Project Manager
Nora De Cuir, Facilitator
# Northern California Outreach

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td><strong>Environmental Milestones</strong></td>
<td><strong>Open Houses and Public Hearing</strong></td>
<td><strong>Community Working Group Meetings</strong></td>
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<tr>
<td>September 17, 2019</td>
<td>December 2019</td>
<td>March 2020</td>
</tr>
<tr>
<td>Preferred Alternative</td>
<td>Draft EIR/S</td>
<td>Draft EIR/S</td>
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<tr>
<td>Summer</td>
<td>Winter</td>
<td>Spring</td>
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<tr>
<td>Open Houses</td>
<td>Open Houses Open Houses &amp; Hearing</td>
<td>Public Comment</td>
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<tr>
<td>Winter</td>
<td>Spring</td>
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<tr>
<td>Fall</td>
<td>Winter</td>
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<tr>
<td><strong>Ongoing Outreach</strong></td>
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EIR/S = Environmental Impact Report/Statement

- **Yellow** = San Francisco to San Jose Project Section
- **Green** = San Jose to Merced Project Section

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- **Introductions**
- **Property Effects**
- **Environmental Justice**
- **HSR Characteristics**
- **PA Engagement**
PREFERRED ALTERNATIVE PROCESS

STEP ONE

Range of Alternatives

STEP TWO

Evaluation of Alternatives

Authority collects stakeholder input on Preferred Alternative

STEP THREE

Board Identification of the Preferred Alternative

Introductions
Preferred Alternative
Early Train Operator
Outreach Update
Public Comment
System Performance, Operations, & Costs
- Alignment Length
- Maximum Authorized Speed
- Proximity to Transit Corridors
- Travel Time
- Capital Costs
- O&M Costs

Environmental Factors
- Analysis will determine which factors are differentiators
- Wetlands and Waters
- Parks and Recreation Areas
- Historical Sites
- Environmental Justice

Community Factors
- Residential Units
- Commercial Properties
- Community/Public Facilities
- Acres Affected
- Additional factors identified by communities
# SYSTEM PERFORMANCE, OPERATIONS & COSTS

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>Alt 1</th>
<th>Alt 2</th>
<th>Alt 3</th>
<th>Alt 4</th>
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<tbody>
<tr>
<td>Alignment Length (miles)</td>
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<tr>
<td>Maximum Authorized Speed (mph)</td>
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<tr>
<td>Proximity to Transit Corridors (miles)</td>
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<tr>
<td>Operational Service Travel Time (minutes)</td>
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<tr>
<td>Estimated Capital Costs ($ billion)</td>
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<tr>
<td>Estimated Annual Operations and Maintenance Costs ($ million)</td>
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PROPOSED PROCESS FOR CWG FEEDBACK ON PREFERRED ALTERNATIVE

- CWG member feedback and clarifying questions
- Share rationale – roundtable discussion
- Fill out worksheet
- Conduct dot voting
PACHECO PASS VISUALIZATION
PARTNER UPDATES

Casey Fromson, Caltrain
CALTRAIN ELECTRIFICATION UPDATE

High Speed Rail Community Working Group
CALTRAIN SYSTEM

- 32 Stations Gilroy to San Francisco
- 92 Weekday Trains
- At-Grade Crossings, Viaducts, and Bridges
- Intermodal Connections
- Bike Commuters
RIDERSHIP

Average Daily Ridership over Time

Year:
- 1998
- 2018

Ridership:
- 10,000
- 20,000
- 30,000
- 40,000
- 50,000
- 60,000
- 70,000
PROJECT DESCRIPTION

**Project Area**
- 51 miles
- San Francisco to San Jose (Tamien Station)

**Project Elements**

**Electrification**
- Overhead Contact System (OCS)
- Traction Power Facilities

**Electric Trains**
- 19 7-car train sets
- 133 electric cars
*Includes 2018 State TIRCP Funding*
PROJECT DESCRIPTION

Service Elements

Speed
• Up to 79 mph

Service Increase
• 6 trains / hour / direction
• More station stops / reduced travel time
• Restore Atherton & Broadway service

Mixed-fleet Service (interim period)
Continue Tenant Service
• ACE, Capitol Corridor, Amtrak, Freight
## SERVICE BENEFITS

<table>
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<tr>
<th>Metric</th>
<th>Today</th>
<th>PCEP</th>
<th>Benefit</th>
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<tbody>
<tr>
<td><strong>EXAMPLE: BABY BULLET TRAIN</strong></td>
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<tr>
<td>Retain 5-6 stops</td>
<td>60 minutes</td>
<td>45 minutes</td>
<td><strong>15 minute savings</strong></td>
</tr>
<tr>
<td>Retain SF to SJ 60 minutes</td>
<td>6 stops</td>
<td>13 stops</td>
<td><strong>7 more stops</strong></td>
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<tr>
<td><strong>EXAMPLE: REDWOOD CITY STATION</strong></td>
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<tr>
<td>Train stops / peak hour</td>
<td>3</td>
<td>5</td>
<td><strong>2 more stops</strong></td>
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*Note: Prototypical Train and Schedule*
PROJECT BENEFITS

- Improved Train Performance, Increased Service and Greater Capacity
- Improved Regional Air Quality and Reduced Greenhouse Gas Emissions
- Positive Economic Benefits for the Region
- Reduced Engine Noise Emanating from Trains
- Increased Revenue and Reduced Fuel Cost
CONSTRUCTION UNDERWAY
SCHEDULE

*M Note: Schedule subject to change
PUBLIC COMMENT
Public Comment Period Guidelines

- Public comment is intended for the CWG members and staff to hear from the public.
- Comments will be captured in meeting summaries.
- Staff will be available after the meeting to respond to questions, as necessary.
- 2 minute time limit.
- Please be respectful and follow CWG meeting guidelines.
THANK YOU & HOW TO STAY INVOLVED

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