CALIFORNIA
High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Santa Clara County Community Working Group Meeting
August 2, 2016

INTRODUCTIONS

Eric Poncelet

AGENDA REVIEW

- CWG Purpose & Role
- San Francisco to San Jose Project Section Update
- Environmental Process Update
- Community Priorities Exercise
- Public Comment
- Next Steps

CWG PURPOSE & ROLE

Eric Poncelet

COMMUNITY WORKING GROUPS (CWG)

- Purpose
  - » Present project alternatives to members for meaningful feedback
  - » Access to Authority environmental and engineering technical staff
  - » Collaborative engagement on environmental and engineering work
  - » Move the environmental process forward in the spirit of cooperation

- Membership and Responsibilities
  - » Broad spectrum of community representatives
  - » Consider/present the interests of their respective communities/organizations
  - » Participate in open communication among different interests
  - » Help move the planning process forward in the spirit of cooperation

SAN FRANCISCO TO SAN JOSE PROJECT SECTION UPDATE

Will Gimpel

SAN FRANCISCO TO SAN JOSE: Project Description

- **51-mile corridor**
- **Blended Service on Electrified Caltrain Corridor**
- **Stations Being Studied**:
  - » 4th and King (San Francisco)
  - » Millbrae-SFO
  - » San Jose (Diridon)

SAN FRANCISCO TO SAN JOSE: Project Description

- Alignment defined by state legislation and regional, multi-agency agreements
- Blended service with Caltrain and high-speed rail service sharing tracks
- Approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation
- High-Speed Rail Design supports 30-Minute Travel

DESIGN CONSIDERATIONS

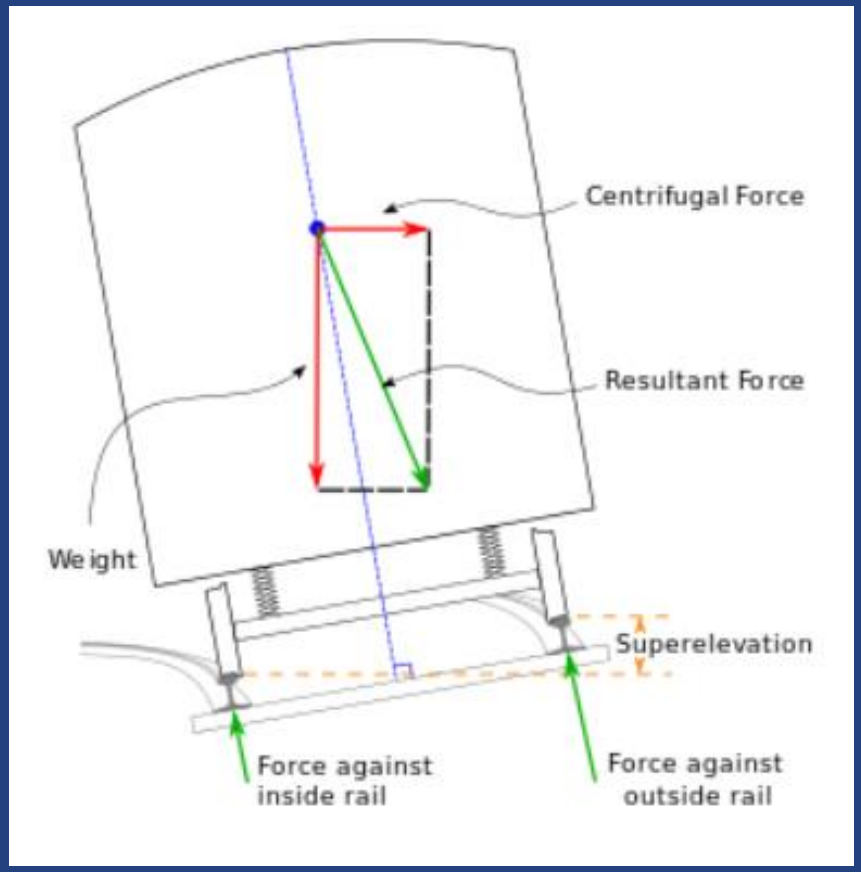
Dom Spaethling

SAN FRANCISCO TO SAN JOSE: Proposed Alternatives

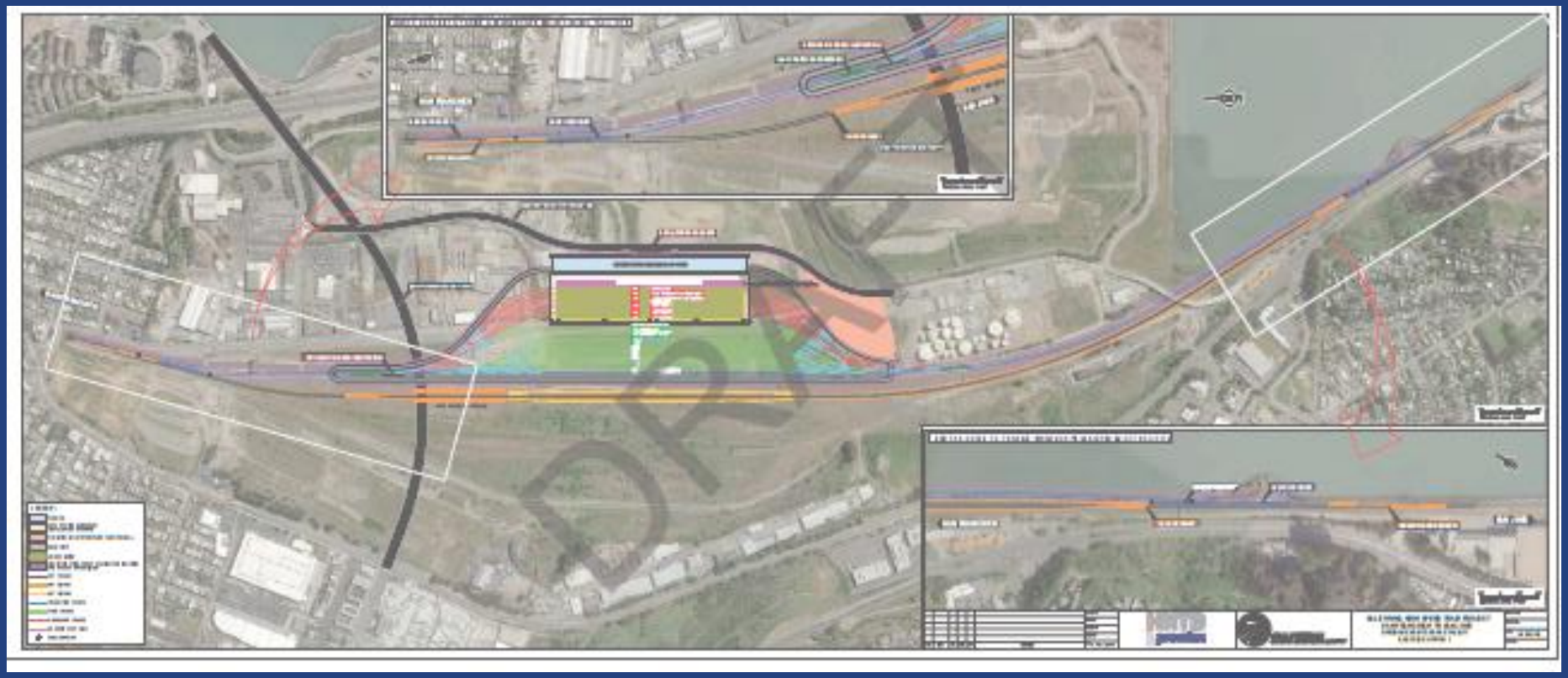
- **Proposed Operations**
  - » High-Speed Rail vehicles operating with Caltrain predominantly within the Caltrain Right-of-Way
  - » Speeds up to 110 miles per hour
  - » Four High-Speed Trains Per Direction in the Peak Period Per Hour
  - » Operations Plan that would allow for up to six commuter trains per direction in the peak period and up to four high-speed trains per direction in the peak period
  - » Right-of-Way acquisition may be required in certain locations

SAN FRANCISCO TO SAN JOSE: Curve Modifications

- **Superelevation – Increase supports higher speeds**
  - » Increase in superelevation (tilt) of the tracks offsets the centrifugal force going around a curve.
  - » There are maximum values for superelevation governed by FRA and AREMA standards.
  - » CHSRA and Caltrain follow the FRA and AREMA standards.
    - Ea (Applied Superelevation) – 6" max (physical tilt)
    - Eu (Unbalanced Superelevation) – 7" max (passenger comfort tilt)



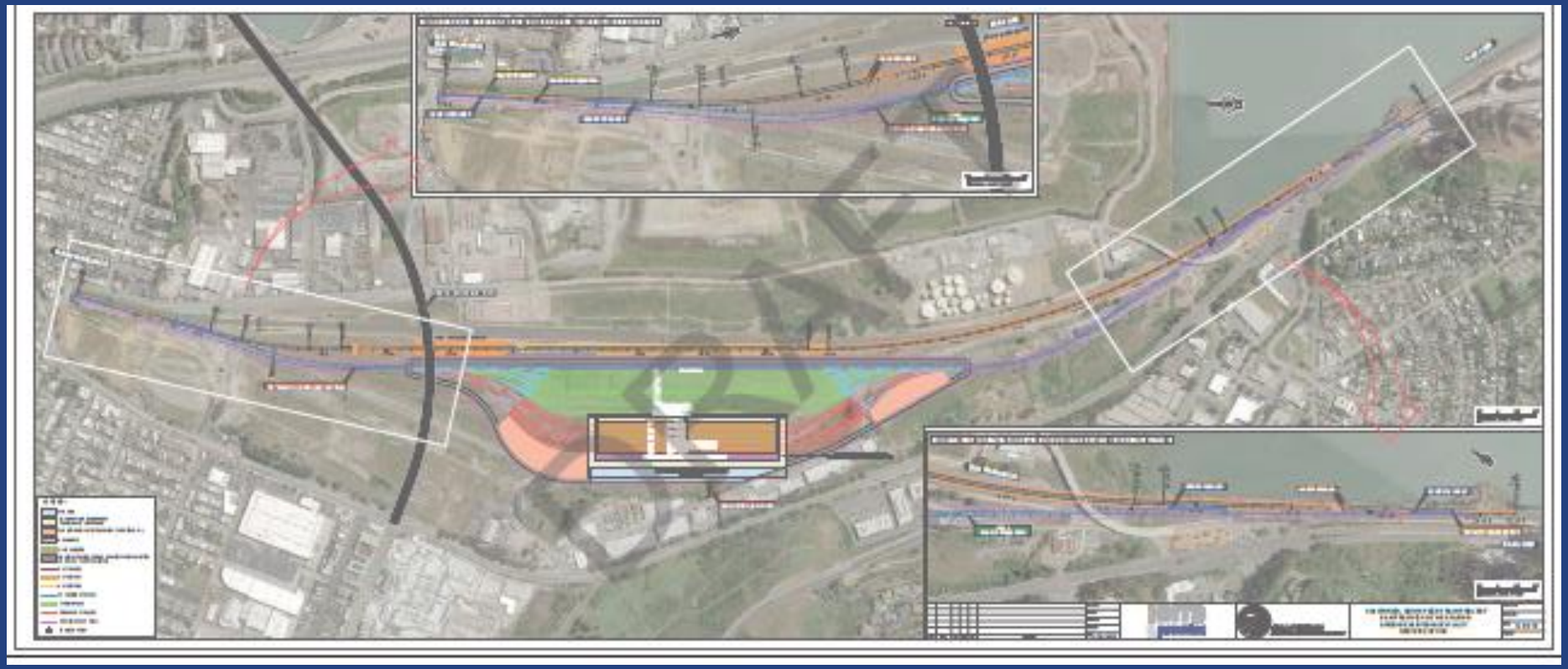
SAN FRANCISCO TO SAN JOSE: Potential Light Maintenance Facility*



EAST SIDE

*Potential facility placement would be either East or West of Caltrain tracks

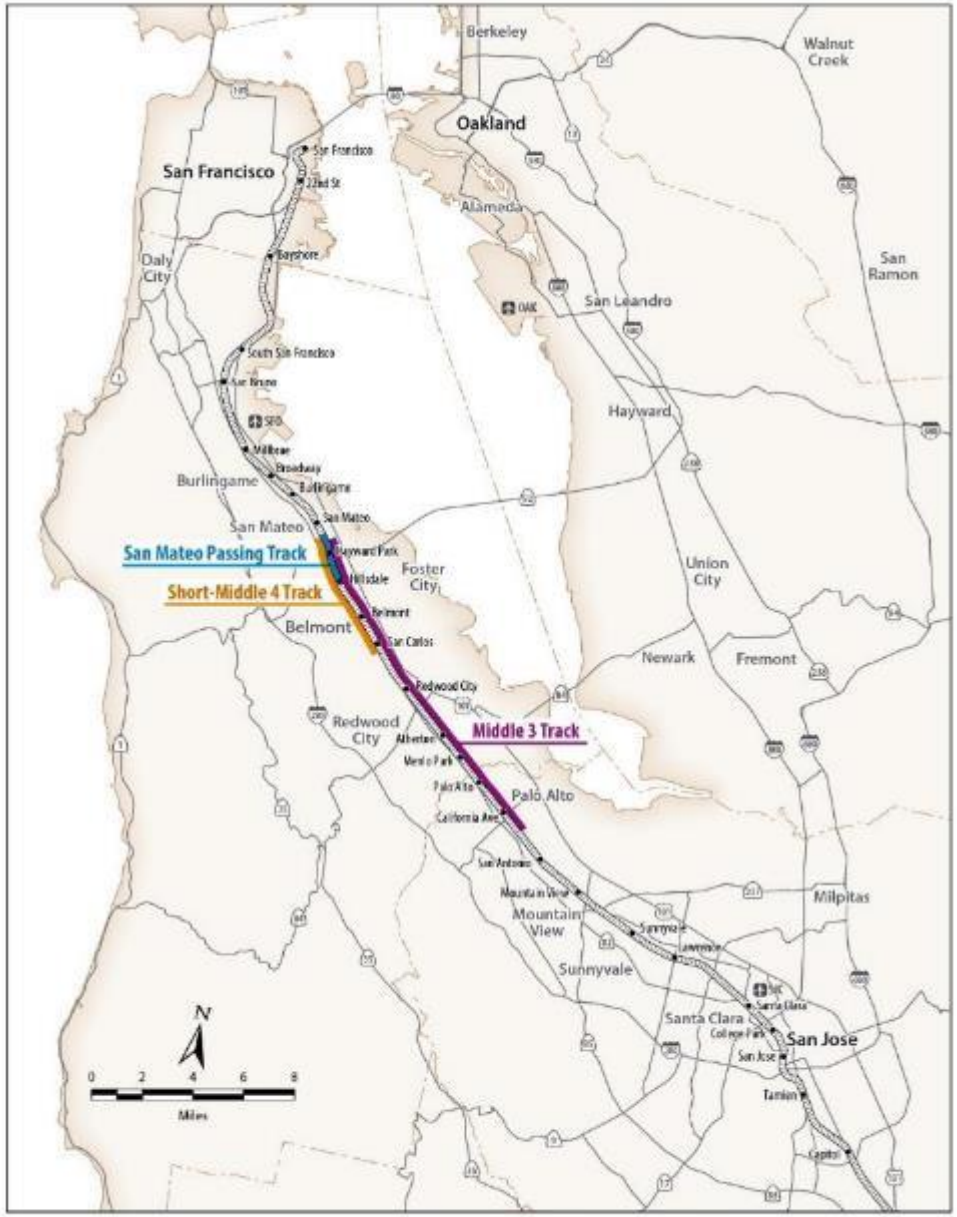
SAN FRANCISCO TO SAN JOSE: Potential Light Maintenance Facility*



WEST SIDE

*Potential facility placement would be either East or West of Caltrain tracks

SAN FRANCISCO TO SAN JOSE: Potential Passing Track Locations



Preliminary Passing Tracks Under Consideration (Subject to Change)

- **Three Potential Sets Under Consideration**
  - » San Mateo Overtake (Hayward Park to Hillsdale)
  - » Short Middle Four Track Overtake (Hayward Park to San Carlos)*
  - » Middle Three Track Overtake (Hayward Park to California Ave.)*

*See *Caltrain/HSR Blended Service Plan Operations Considerations Analysis* (June 2013) Available on Caltrain's Website

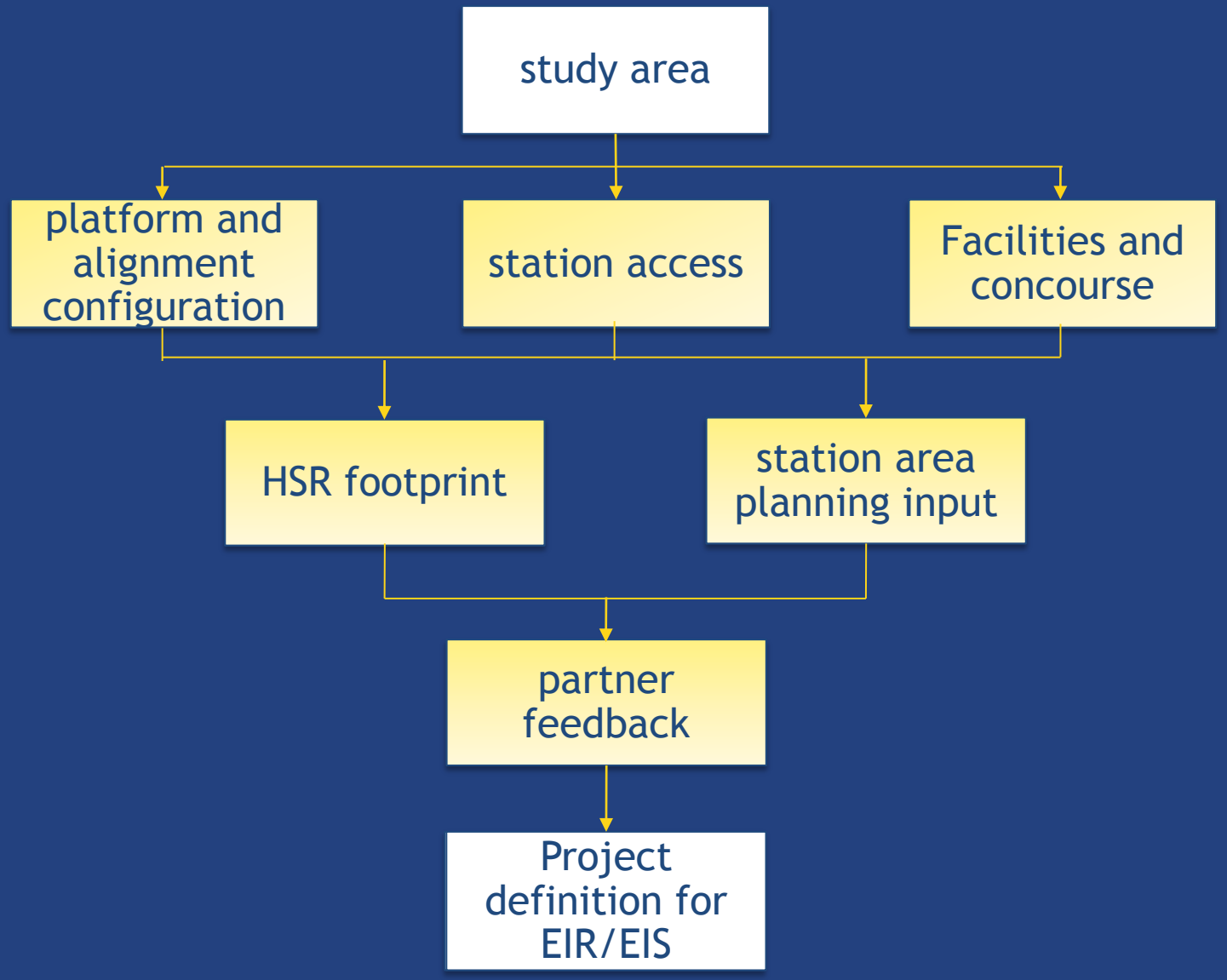
HIGH-SPEED RAIL STATION PLANNING EFFORTS

Bruce Fukuji

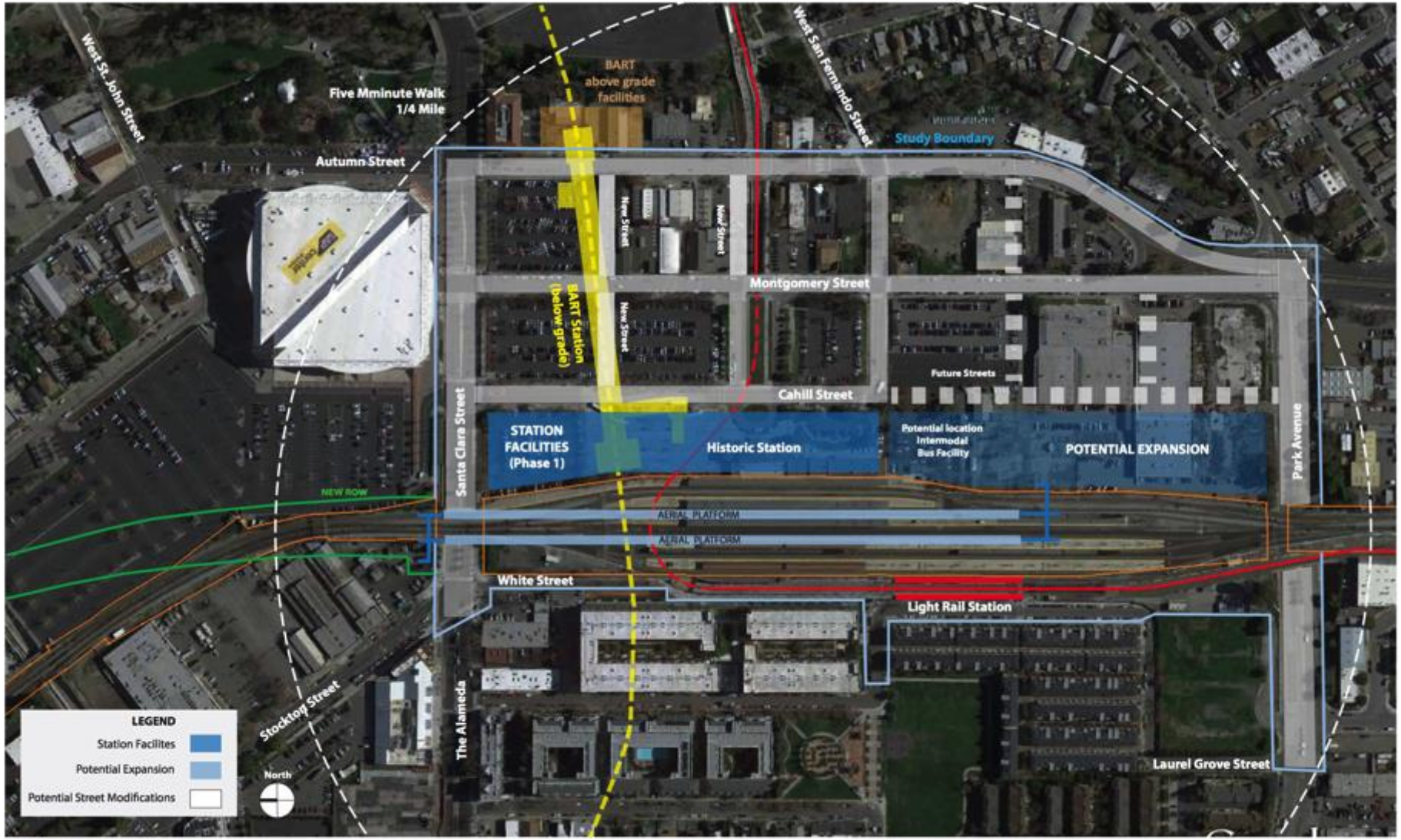
HIGH-SPEED RAIL STATION PLANNING UPDATE

- Status of High-Speed Rail Station Planning
- Refinements to San Jose Station Environmental Footprint
- Station Access -- Mode Share Analysis

HIGH-SPEED RAIL STATION PLANNING PROCESS



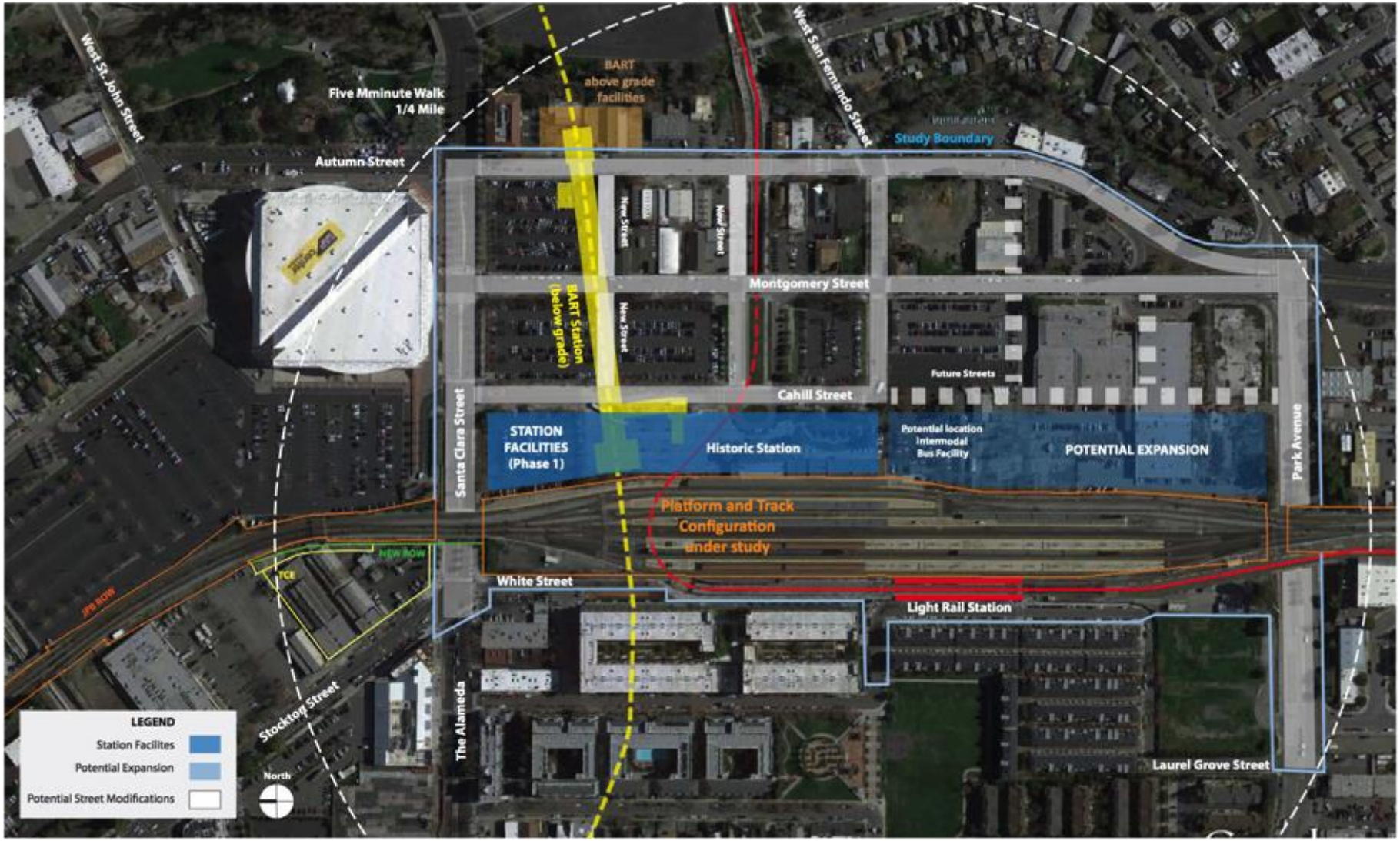
SAN JOSE STATION (DIRIDON): Aerial Alternative



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=100' - May 24, 2016

Study Area for San Jose Station - Aerial Alternative

SAN JOSE STATION (DIRIDON): At Grade Alternative



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=100' - May 24, 2016

Study Area for San Jose Station -- At-Grade Alternative

ALTERNATIVE 1 - FOOTPRINT

California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=100' - June 22, 2016

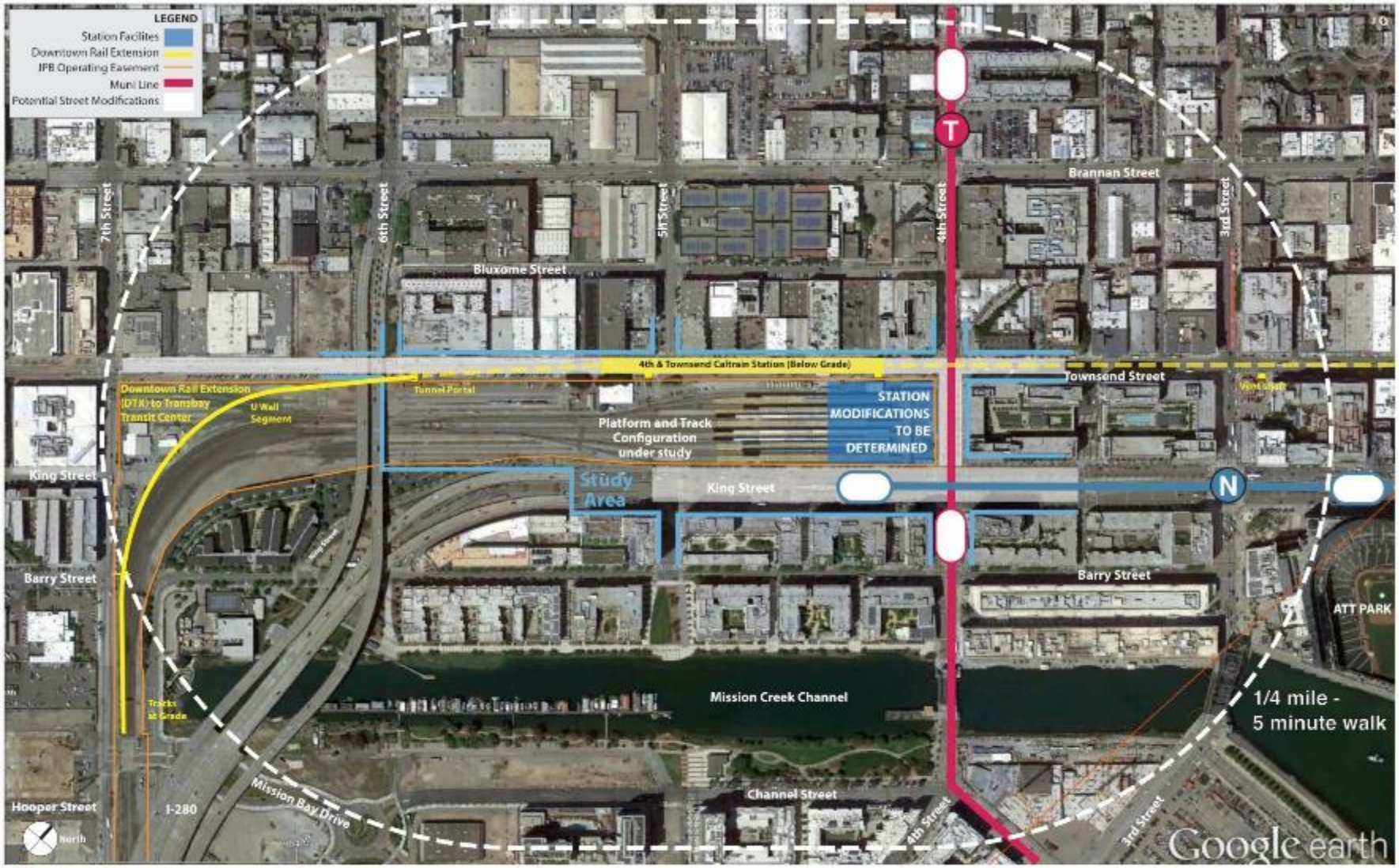
San Jose Station - Alternative 1
Pick-up and Drop-off at Station Footprint

SAN FRANCISCO TO SAN JOSE: Millbrae (SFO) Station

California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Rukuji Planning & Design
Scale: 1"=200' - May 20, 2016

Study Area for Millbrae Station

SAN FRANCISCO TO SAN JOSE: 4th & King Station



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=135' - May 20, 2016

Study Area for 4th and King Station

HIGH-SPEED RAIL STATION ACCESS: Adjusting Mode Share for Station Planning and Environmental Analysis

Statewide station ridership projections need to account for:

- Local and regional factors influencing travel behavior
- Existing and planned transportation network and land use change
- Station partner experience and policies

Adjustments:

- Transit access
- Unconstrained parking
- Bike/Walk
- Auto Access

Data:

» 2016 Business Plan ridership model
» Transit agency survey data
» Local agency planning data

SAN FRANCISCO TO SAN JOSE: TTC & DTX

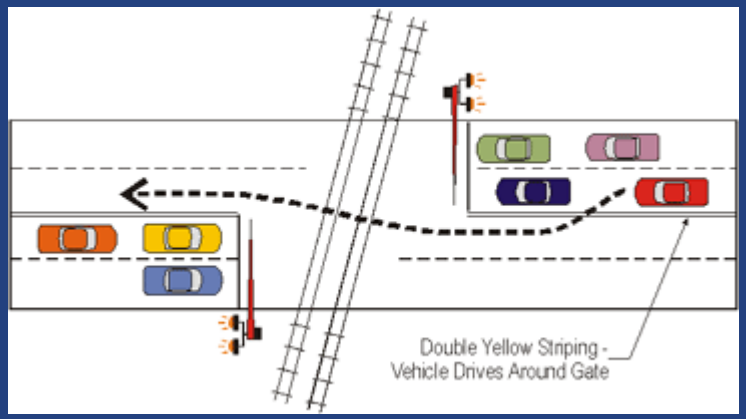
- **Transbay Transit Center (TTC) & Downtown Extension (DTX)**
  - » Project to reach the Transbay Transit Center via the planned Downtown 1.3-mile extension
  - » Construction of the TTC is projected to be completed in 2017
  - » Rail service to the TTC will not begin until the DTX is complete
  - » Current San Francisco 4th & King Station to operate as interim station

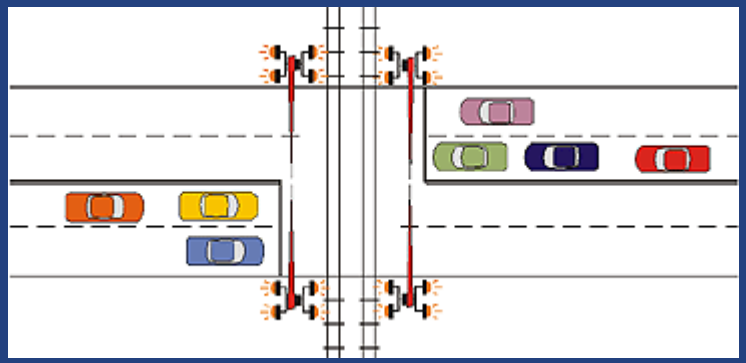
SAFETY MODIFICATIONS

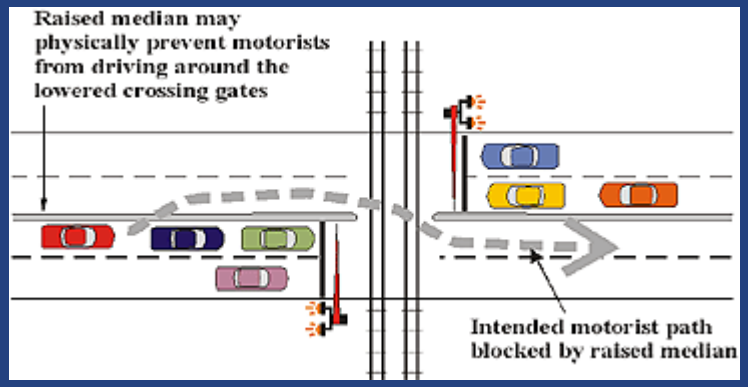
Will Gimpel

SAN FRANCISCO TO SAN JOSE: Safety Modifications

- **Safety is the Authority's Number-One Priority**
  - » Installing perimeter fencing and implementing four-quadrant gates at all at-grade crossings
  - » Contributing to the construction of three new grade separations in San Mateo:
    - 25th, 28th, & 31st Avenues
  - » EIR/S will analyze safety impacts of the project







SAN FRANCISCO TO SAN JOSE: Grade Separations

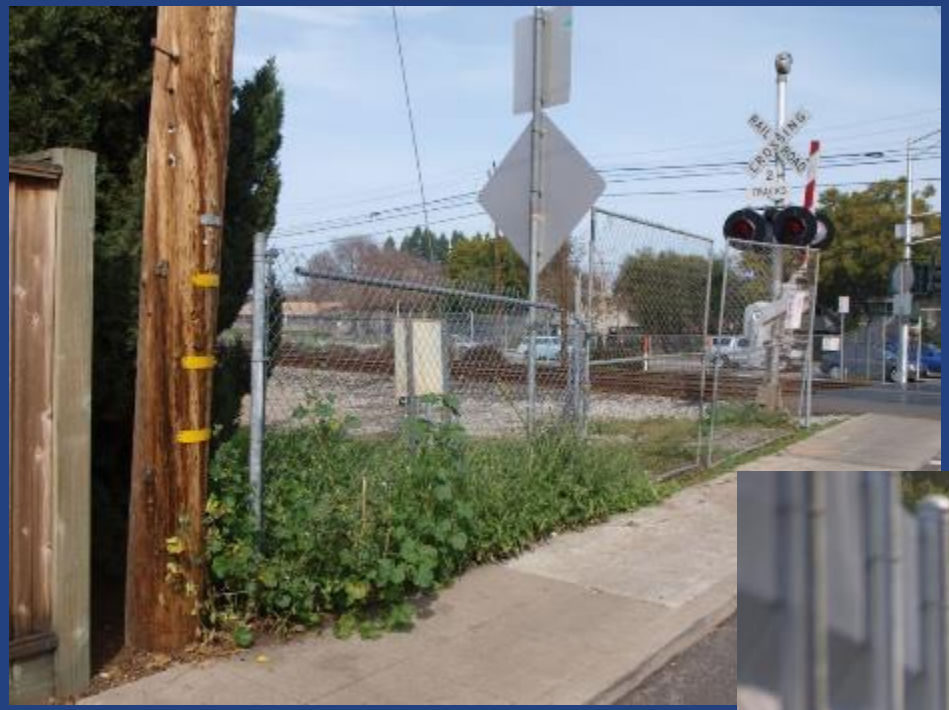
- **We will be a partner with the Metropolitan Transportation Commission (MTC) to develop a long-term grade-separation strategy for the peninsula corridor**

SAN FRANCISCO TO SAN JOSE: 4-Quad Gate

- **Example of 4-Quad Gates at Fair Oaks Lane in Atherton**
  - » Fair Oaks Lane, MP 27.8
  - » Existing 4-quad gates
  - » Requested by Atherton
  - » No channelization

SAN FRANCISCO TO SAN JOSE: Channelization

SAN FRANCISCO TO SAN JOSE: Fencing



ENVIRONMENTAL PROCESS UPDATE

Rich Walter

SCOPING UPDATE: Current Status

- **Notice of Intent (NOI)/Notice of Preparation (NOP) Issued on May 9***
- **Comment Deadline: July 20**
- **Three Scoping Meetings in May**
  - » Over 160 stakeholders attended
- **Scoping Report Development**
  - » Complete synthesis of all comments received and outreach completed during Scoping process
  - » Finalized and released in September 2016

*Available on the Authority's Website

KEY SCOPING COMMENTS

- Traffic effects due to increased gate-down time at the at-grade crossings
- Noise effects due to increased number of trains
- Safety effects due to increased trains and speeds
- Impact on roadways, bicycle, and pedestrian connections and public access
- Emergency response time effects due to traffic effects
- Need for grade separations and quiet zones
- Location and Impacts of passing tracks
- Air quality due to traffic effects, passing trains
- Division of existing communities
- Visual aesthetic effects
- Biological resource effects
- Social equity effects
- Impact on transit services and facilities (Caltrain, BART)
- Construction impacts (Noise, Air Quality, Traffic, Transit Services)

KEY SCOPING COMMENTS

- Station Area design and effects (traffic, transit, pedestrian/bike access, land use)
- Maintenance facility effects
- Impact on freight operations and facilities (including EMI), UPRR operating rights, and secondary impacts of reducing freight
- Public services/utilities effects
- Right of way acquisitions and property value effects
- Growth inducement
- Sea level rise
- Cumulative effects (land use, BART, Dumbarton Corridor, etc.)
- Timing of environmental review (speed/duration)
- Environmental review process (involvement of local jurisdictions/agencies, timing for preferred alternative, context sensitive solutions, etc.)
- Project cost and funding

KEY SCOPING COMMENTS: Suggested Alternatives

- Elevated vs. Aerial vs. Tunnel Options for San Jose Approach/Diridon
- Grade Separate some or all of the Caltrain corridor; Grade Separate before Caltrain electrification; Use higher grades (2%) and lower clearances (freight) for grade separations; and/or Underground some of all of the Caltrain corridor
- System-wide shared level boarding
- Modify hold-out rule stations to eliminate hold-out rule
- Maintenance facility location(s) other than Brisbane
- DTX alternatives from the City of San Francisco RAB study
- Mid-Peninsula HSR Station
- 4-track through Caltrain station as bypass
- Increase speeds >110 mph
- Eliminate or modify freight service
- Technology Alts.: Hyperloop, 1.5 kVDC, include renewable energy along route
- Off-corridor Alts.: 101 or east of 101, East Bay
- End HSR at San Jose/Use Caltrain to reach SF

MILESTONE SCHEDULE*

May 2016
Scoping

Ongoing
Technical Analysis
Station Footprint
Outreach

Fall 2016
Identify Preliminary Preferred Alternative

Winter/Spring 2017
Release Draft Environmental Document
Outreach
Public Hearing

End of 2017
Final Environmental Document/ Record of Decision

*Preliminary/Subject to Change

ENVIRONMENTAL REVIEW PROCESS: Next Steps

- **The Authority and the FRA are jointly preparing environmental documents for the high-speed rail program in accordance with NEPA and CEQA**
  - » NEPA is the federal National Environmental Policy Act
  - » CEQA is the California Environmental Quality Act
- **We have established a schedule to complete the environmental process by December 2017 for all project sections**

ENVIRONMENTAL REVIEW PROCESS: Next Steps

- The Authority and FRA intend to identify a preliminary preferred alternative in the Draft EIR/EIS
- Past practice has been to identify the preferred alternative after the Draft EIR/EIS -- and before the Final
- FRA/CHSRA changing process to conform with federal guidance and leverage key provisions in federal transportation statute (*MAP-21*)
- The United States Department of Transportation (USDOT) encourages agencies to identify a preliminary preferred alternative in the draft environmental document

ENVIRONMENTAL REVIEW PROCESS: Next Steps

- This has been standard procedure for other USDOT sponsored projects for many years
- It is also consistent with how California agencies implement CEQA
- Identifying a preliminary preferred alternative in the Draft EIR/EIS provides the opportunity for earlier, more focused review and comment on that alternative -- in addition to the other alternatives in the Draft EIR/EIS
- Identifying a preliminary preferred alternative at the Draft stage does not in any way represent a final decision which can -- and will -- only be made at the conclusion of environmental review

ENVIRONMENTAL REVIEW PROCESS: Next Steps

- **Before the Draft EIR/EIS is issued, staff will begin developing a preliminary preferred alternative which will:**
  - » Be based on analysis completed to date, and
  - » Reflect public and stakeholder input to date
- **Staff will conduct public outreach to review what it anticipates recommending to the Board of Directors and to keep the public informed about the process and next steps**
- **Staff will present its recommendation to the Board for consideration**
- **The Board will either concur with staff's recommendation or modify it**
- **The preliminary preferred alternative identified by the Board will be included in the Draft EIS/EIR which will be issued for public comment**

COMMUNITY PRIORITIES EXERCISE

Bruce Fukuji

COLLABORATIVE APPROACH BALANCES MULTIPLE PRIORITIES

Updated 10/15

MILESTONE SCHEDULE & COMMUNITY ENGAGEMENT– SF TO SJ*

	May 2016	Summer 2016	Fall 2016	Winter/Spring 2017	End of 2017
Engineering, Environmental and Planning	Scoping	Technical Analysis Station Footprint Outreach	Identify Preliminary Preferred Alternative	Release Draft Environmental Document Outreach Public Hearing	Final Environmental Document/ Record of Decision
Community	Describe Community Characteristics	Identify Local Priorities and Opportunities	Align Opportunities and Preferred Alternative	Confirm Projects	

WORKING GROUP PROCESS

Today's Exercise

Identify Objectives & Develop Criteria

Detailed Project/ Program List

Community Prioritized Project/ Program List

WORKING GROUP EXERCISE: EXAMPLE FROM EDISON

	Ranking
Improve Mobility	
» Improve connectivity and accessibility	#####
» Improve pedestrian and bicycle access	#####
» Enhance mobility choices and efficiency	#####
» Increase HSR ridership	###
Improve Environment	
» Clean air	###
» Clean water	########
» Enhance natural resources	###
» Reduce waste	###
» Achieve climate goals	#####
Improve Economy	
» Increase HSR potential to improve economy	###
» Promote economic development	#####
» Increase opportunities to access jobs and quality education	########
» Leverage economic resources	###
Improve Community Livability, Especially in Disadvantaged Communities	
» Increase access, availability, and diversity of community resources	########
» Safe and healthy neighborhoods	########
» Improve visual and audible attractiveness and desirability of the public realm	###
» Increase attractiveness and desirability of parks and open space	###
Other	
»	
»	
»	
»	
»	

PUBLIC COMMENT

Eric Poncelet, Facilitator

NEXT STEPS

- **Late September/Early October 2016: SF-J CWG Meetings #2**
- **October 2016: Community Open Houses**
- **Ongoing Activities:**
  - » Local Policy Maker Group Meetings: Thursday, July 28th 6-8pm
  - » Environmental Justice Outreach Events
    - Interviews with EJ leaders and communities
    - Participating in events such as Farmer's Markets, community meetings, etc.
  - » Permission-to-Enter Process
  - » Station Planning Group

THANK YOU & STAY INVOLVED

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