



**CALIFORNIA**  
High-Speed Rail Authority

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

San Mateo Area Community Working Group Meeting  
July 25, 2016



# INTRODUCTIONS

Eric Poncelet

# AGENDA REVIEW

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- **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)

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- 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:
  - » 4<sup>th</sup> and King (San Francisco)
  - » Millbrae-SFO
  - » San Jose (Diridon)

# **SAN FRANCISCO TO SAN JOSE: Project Description**

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- **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

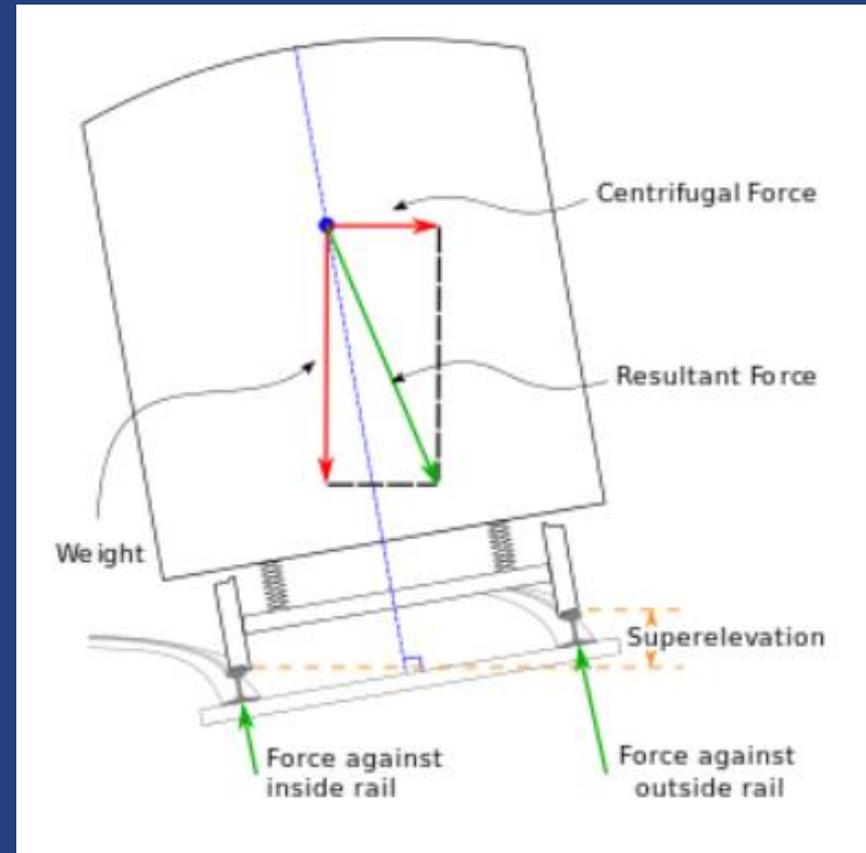
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- **Proposed Operations**

- » 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

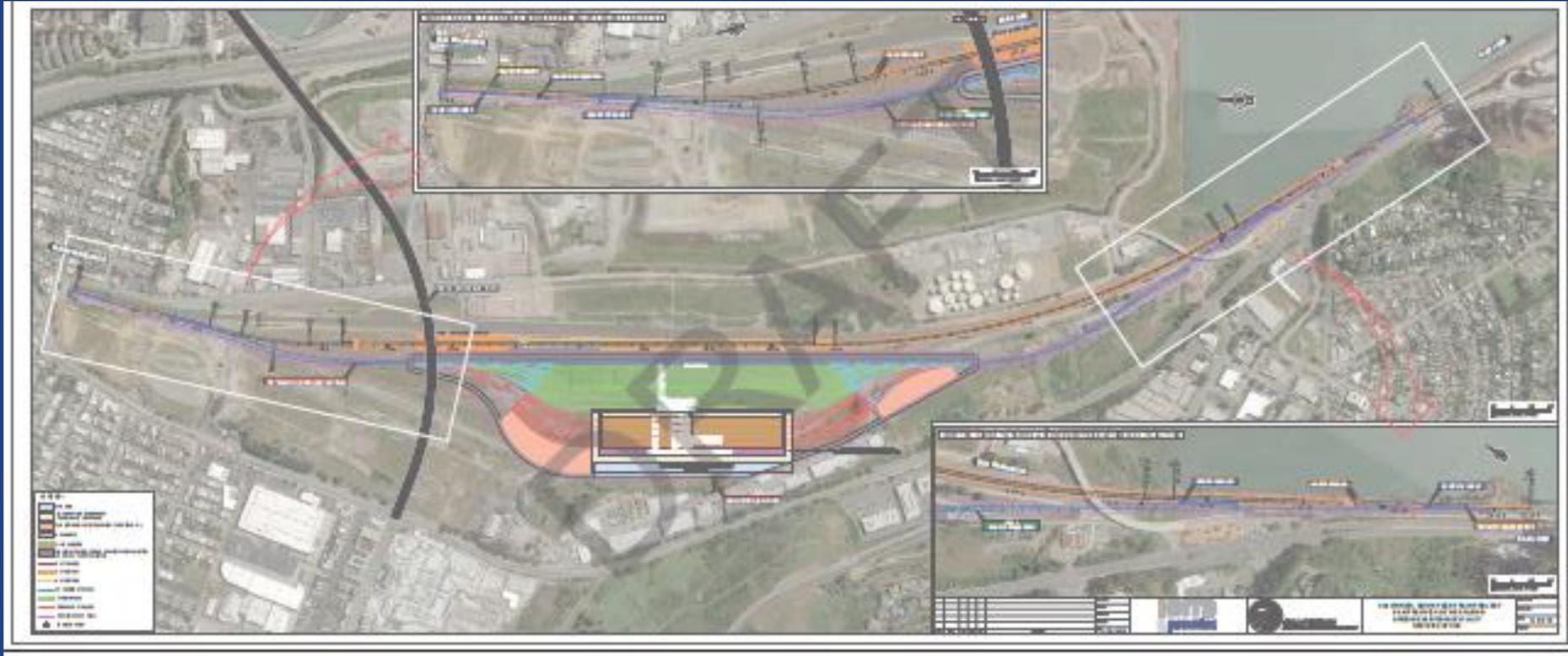
# SAN FRANCISCO TO SAN JOSE: Curve Modifications

- **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.
    - $E_a$  (Applied Superelevation) – 6" max (physical tilt)
    - $E_u$  (Unbalanced Superelevation) – 7" max (passenger comfort tilt)





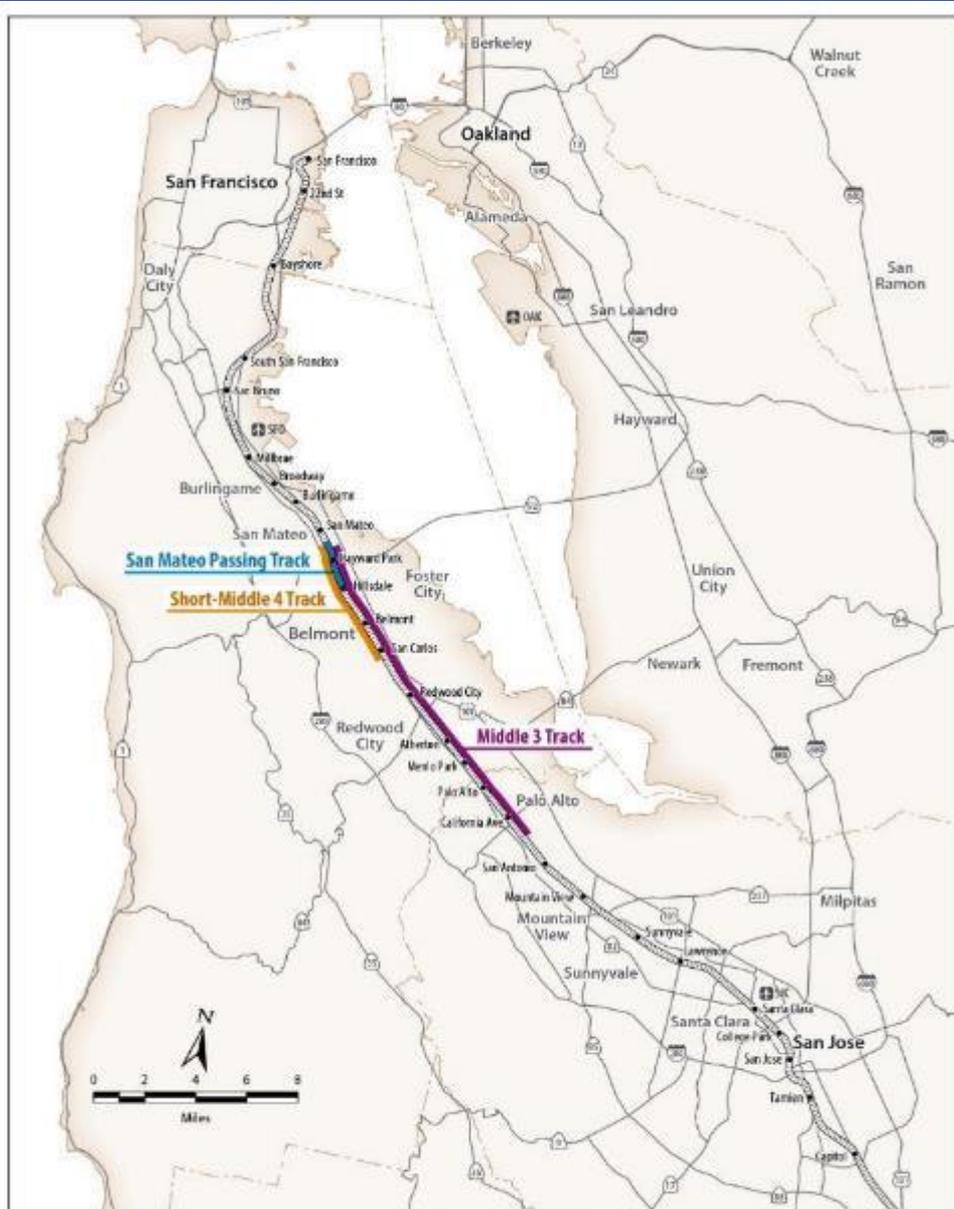
# SAN FRANCISCO TO SAN JOSE: Potential Light Maintenance Facility\*



## 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**

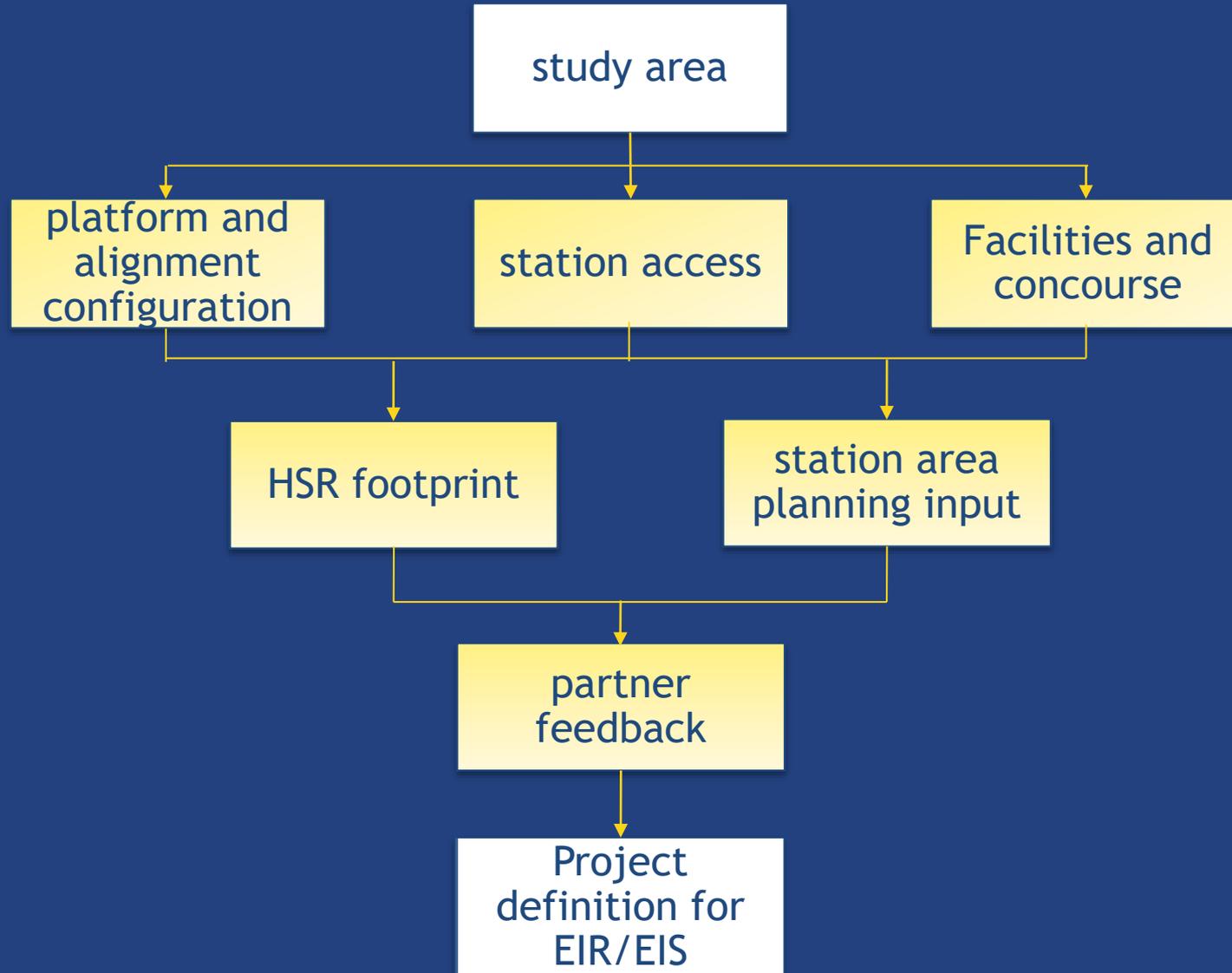
# HIGH-SPEED RAIL STATION PLANNING UPDATE

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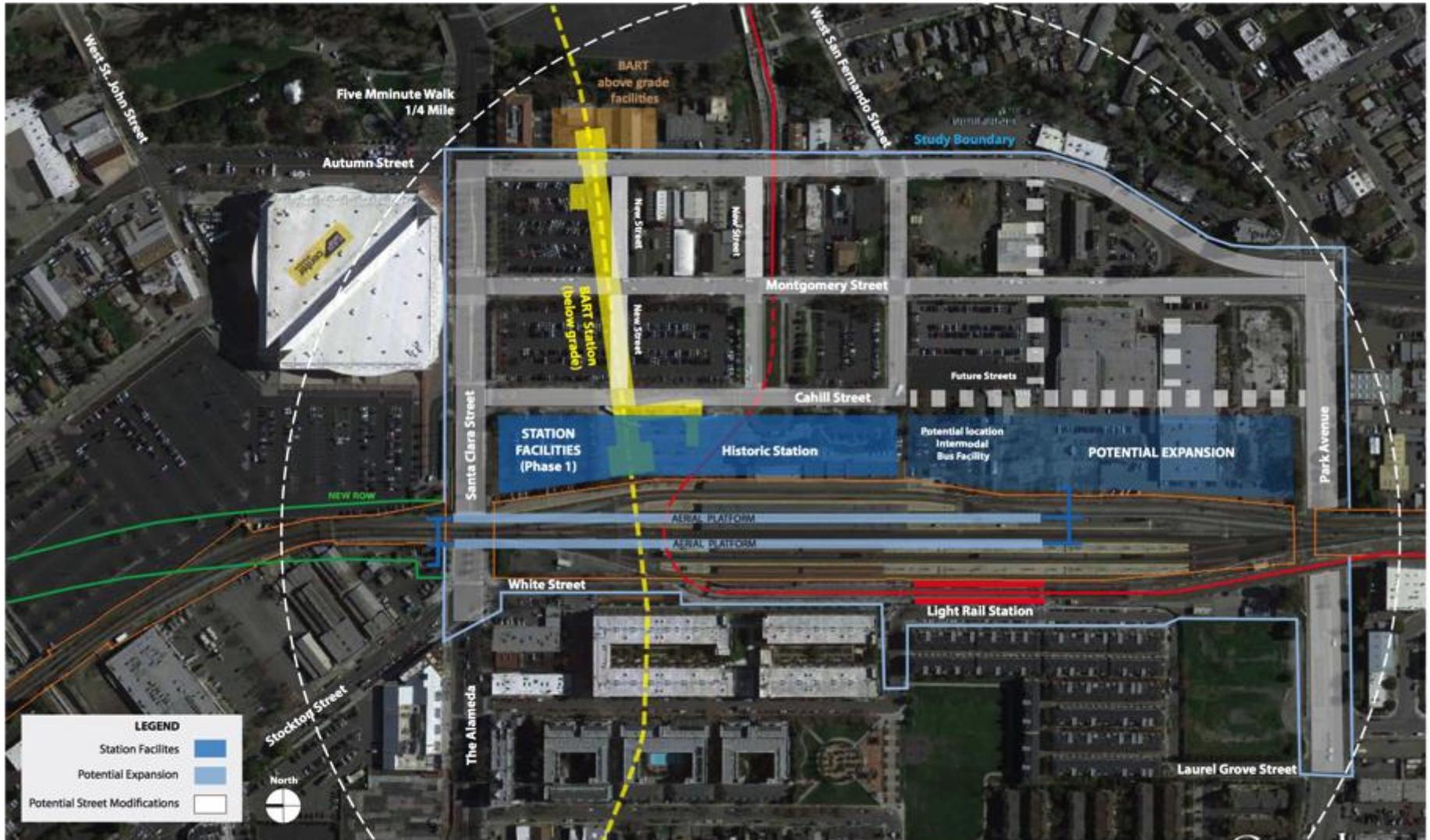
- **Status of High-Speed Rail Station Planning**
- **Refinements to San Jose Station Environmental Footprint**
- **Station Access -- Mode Share Analysis**

# HIGH-SPEED RAIL STATION PLANNING PROCESS

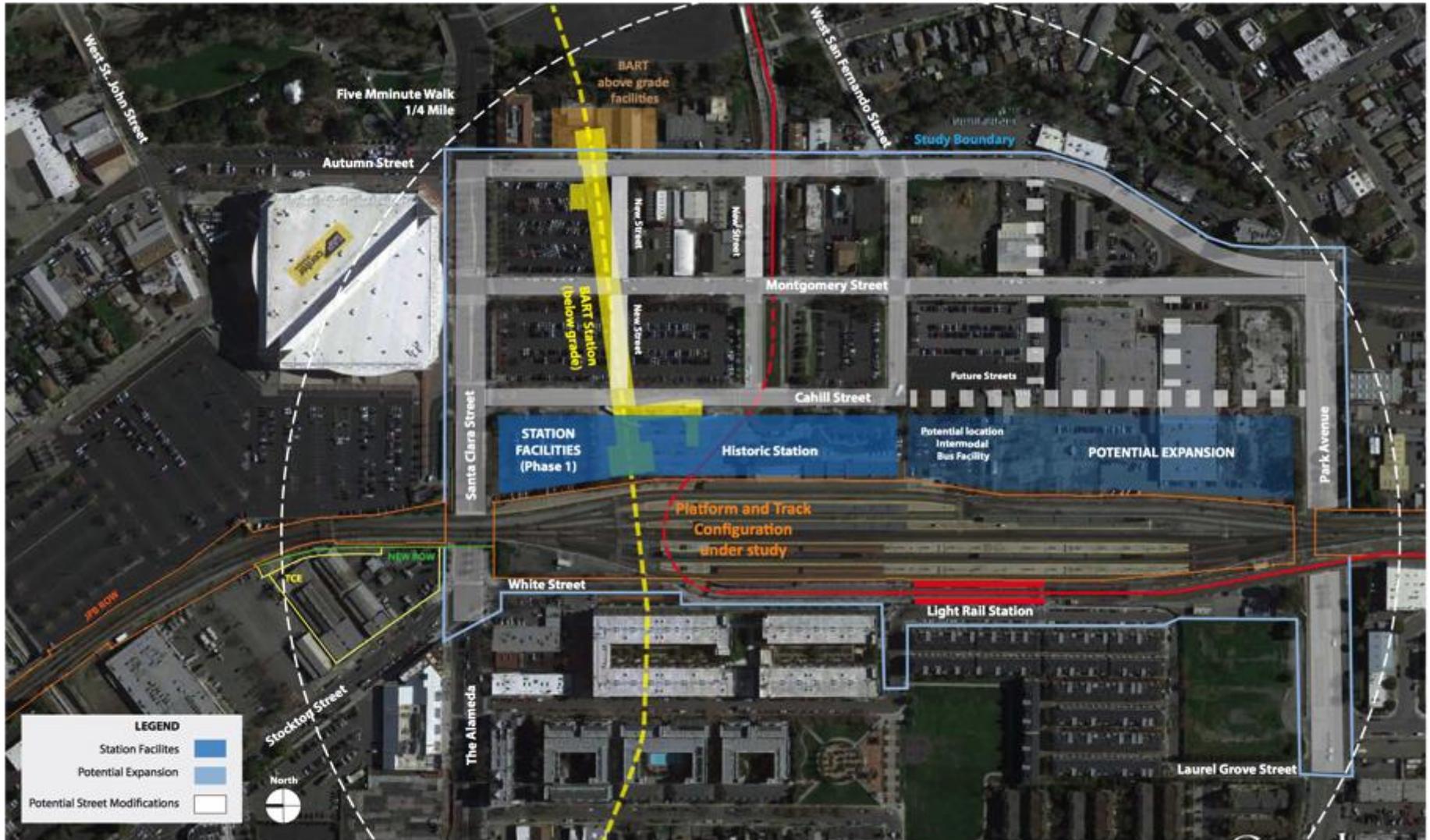
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# SAN JOSE STATION (DIRIDON): Aerial Alternative



# SAN JOSE STATION (DIRIDON): At Grade Alternative



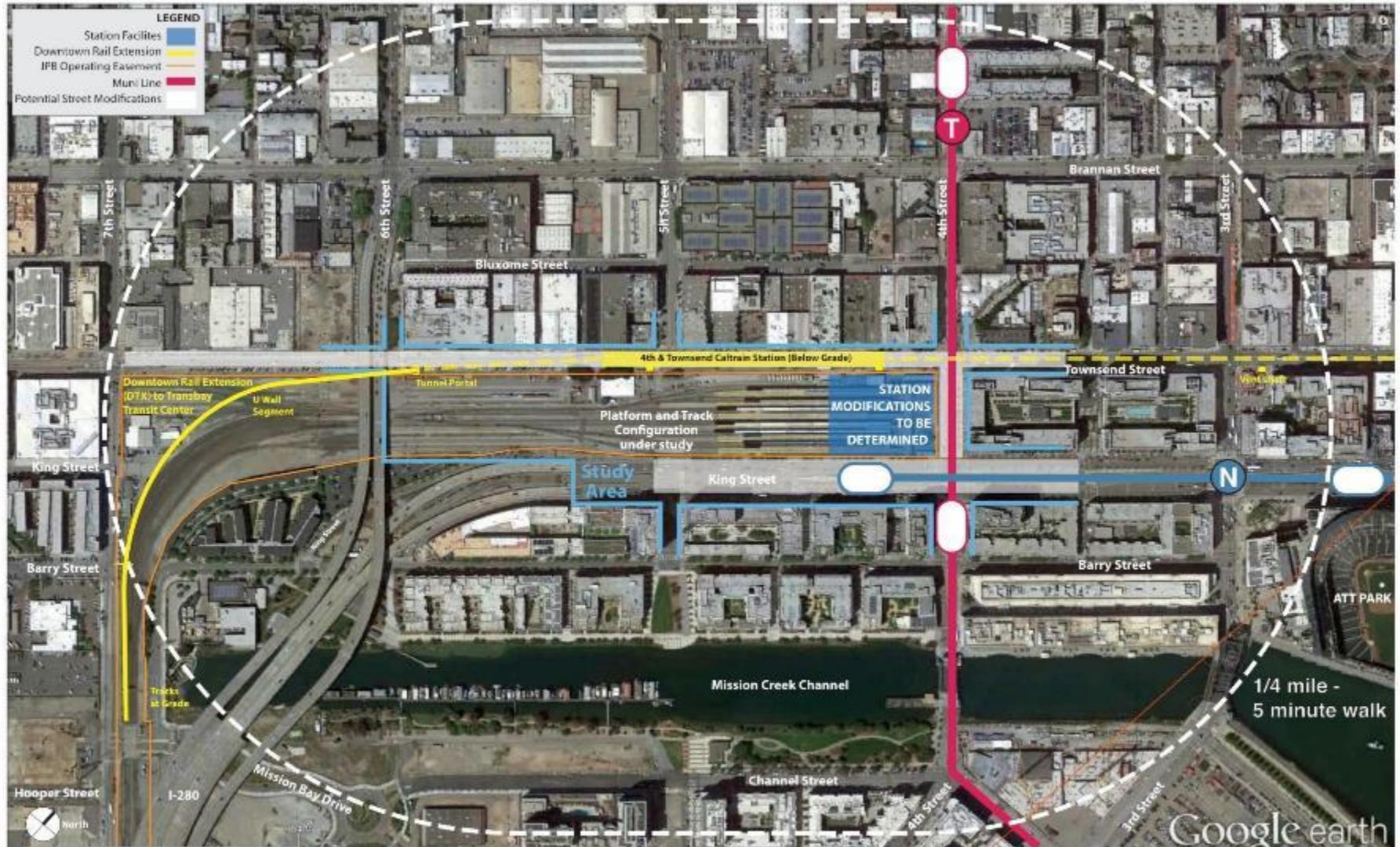
# ALTERNATIVE 1 - FOOTPRINT



# SAN FRANCISCO TO SAN JOSE: Millbrae (SFO) Station



# SAN FRANCISCO TO SAN JOSE: 4th & King Station



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

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## **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 4<sup>th</sup> & King Station to operate as interim station



# **SAFETY MODIFICATIONS**

**Will Gimpel**

# SAN FRANCISCO TO SAN JOSE: Safety Modifications

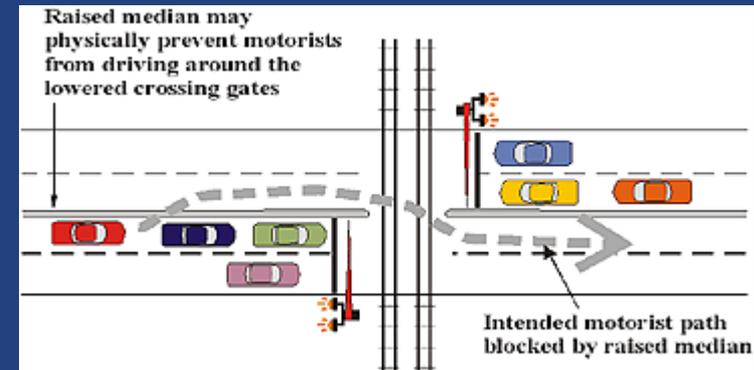
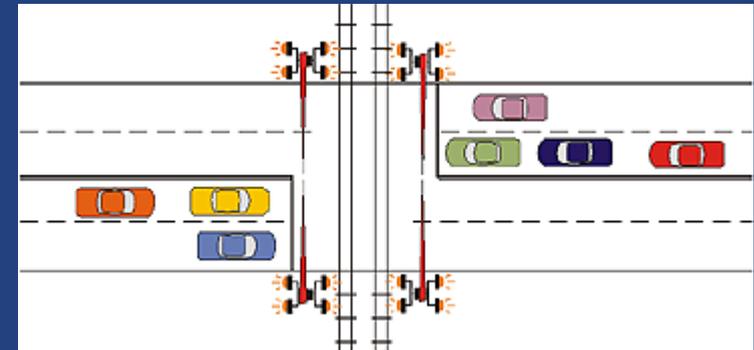
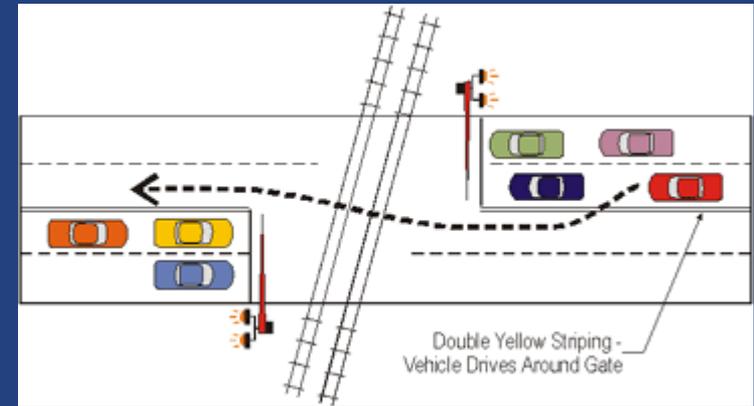
- **Safety is the Authority's Number-One Priority**

- » 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:

- 25<sup>th</sup>, 28<sup>th</sup>, & 31<sup>st</sup> Avenues

- » EIR/S will analyze safety impacts of the project



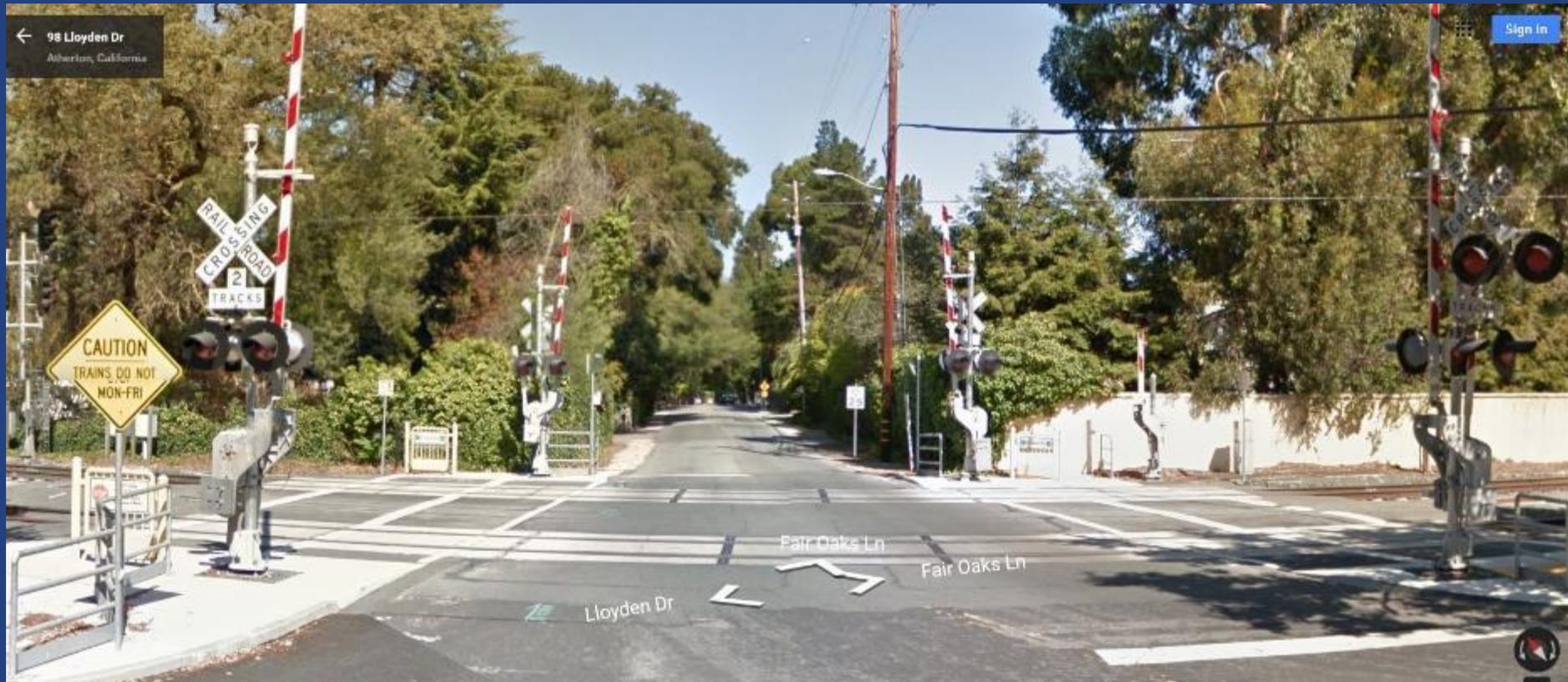
# **SAN FRANCISCO TO SAN JOSE:** Grade Separations

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- 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

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- **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

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- 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

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- 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

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- 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\*



\*Preliminary/Subject to Change

# **ENVIRONMENTAL REVIEW PROCESS: Next Steps**

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- **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**

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- **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**

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- **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**

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- **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**

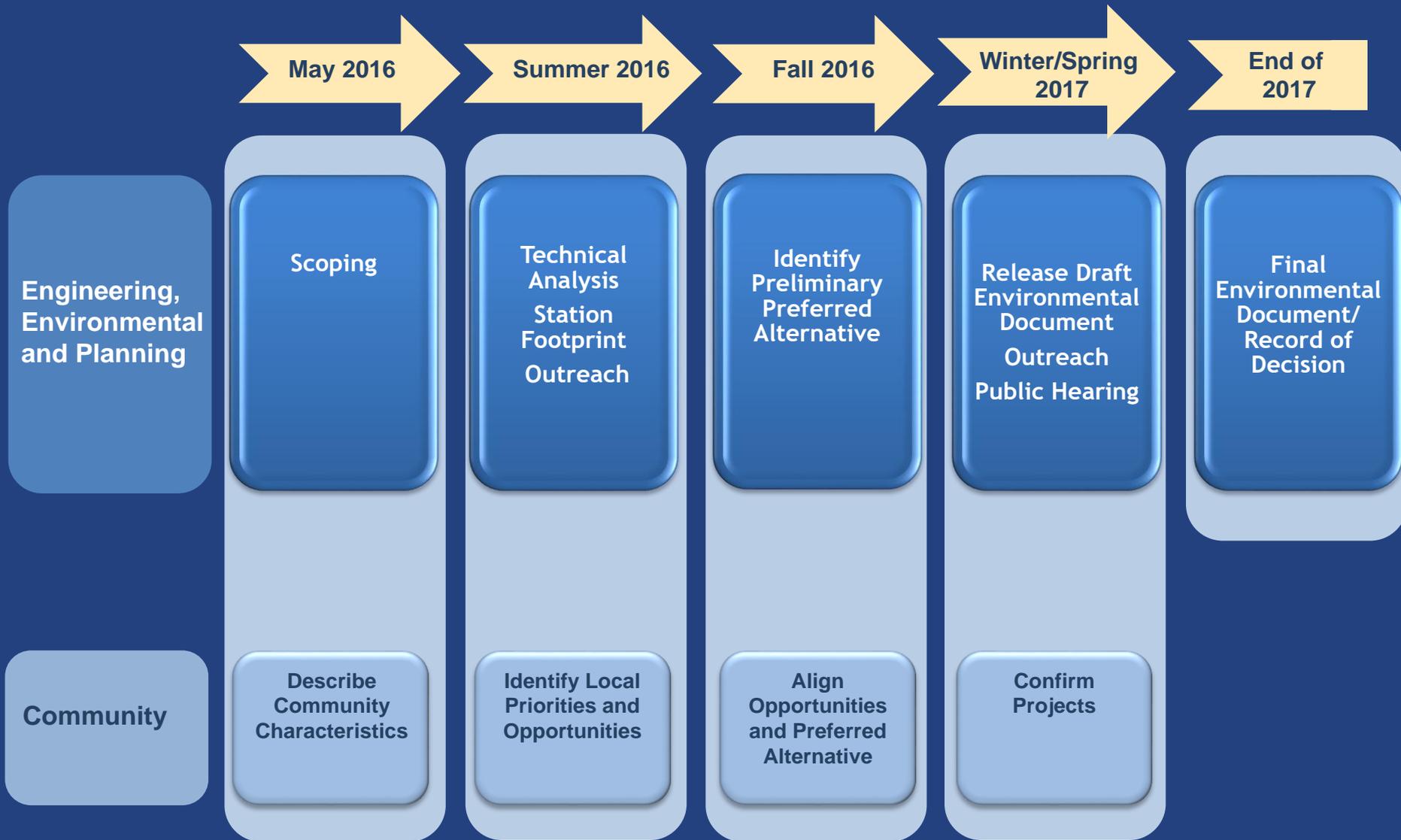
# COMMUNITY PRIORITIES EXERCISE

Bruce Fukuji

# COLLABORATIVE APPROACH BALANCES MULTIPLE PRIORITIES



# MILESTONE SCHEDULE & COMMUNITY ENGAGEMENT– SF TO SJ\*



# 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

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- **Late September/Early October 2016: SF-J CWG Meetings #2**
- **October 2016: Community Open Houses**
- **Ongoing Activities:**
  - » Local Policy Maker Group Meetings: Thursday, July 28<sup>th</sup> 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
  - » Proposed Alignment Tour

# THANK YOU & STAY INVOLVED

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

**Helpline:** 1-800-435-8670

**Email:** [san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

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