



SAN JOSE COMMUNITY WORKING GROUP

**Willow Glen Community Center
May 2, 2018
San Jose, CA**



AGENDA

- **Welcome, Introductions and Background**
- **City of San Jose City-Generated Options**
- **High-Speed Rail Business Plan**
- **Caltrain Business Plan**
- **Joint Planning and Next Steps**
- **Public Comment**

INTRODUCTION AND BACKGROUND

Boris Lipkin, Acting Northern California Regional Director



WELCOME AND INTRODUCTIONS

- High-Speed Rail



- City of San Jose



- Welcome – Caltrain!



- CWG Membership

SAN JOSE STAKEHOLDER ENGAGEMENT: (FROM 2016 TO PRESENT)

- **3 Open Houses**
- **3 Technical Work Group Meetings**
- **9 Community Work Group Meetings**
 - » 52 organizations participating
- **61 Meetings with Elected Officials and City Staff**
- **24 Community Outreach Events, including presentations to:**
 - » Alma Neighborhood Association
 - » Edenvale Great Oaks Plan Implementation Coalition
 - » Gardner Neighborhood Association
 - » Goodyear-Mastic Neighborhood Association
 - » Los Paseos Neighborhood Association
 - » San Jose Downtown Association
 - » San Jose State University
 - » Senter Monterey Neighborhood Association
 - » Seven Trees Neighborhood Association
 - » SPUR
 - » United Neighborhoods of Santa Clara County
 - » Willow Glen Neighborhood Association

HIGH-SPEED RAIL: EXECUTIVE LEADERSHIP

- **Executive Leadership Appointments**
 - » Brian P. Kelly, Chief Executive Officer
 - » Joseph Hedges, Chief Operating Officer
 - » Pamela Mizukami, Chief Deputy Director
- **Change in Northern California Team Leadership**
- **Board Meeting on May 15 in San Jose**

CWG ROLES & RESPONSIBILITIES

- Purpose
 - » Provide project updates to member associations
 - » Present project alternatives to member associations for meaningful feedback
 - » Provide 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 association 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

FOCUS OF PAST SAN JOSE CWG MEETINGS

- **2016-Early 2017: Meetings to discuss Environmental Process, Community Priorities and Range of Alternatives**
- **Mid-Late 2017: Intensive, nearly monthly meeting series focused on:**
 - » Alignment History
 - » Environmental Process and Evaluation Criteria
 - » Monterey Corridor Subsection Alignment
 - » San Jose Downtown Alignment (and tunneling)
 - » Right of Way Process
 - » Construction Mitigation
 - » Noise and Vibration (Continued over two meetings)
 - » Diridon Station Bored Tunnel
 - » Diridon Station At-Grade Alignments
 - » Flyover visualization of Alignment

ACTIONS FROM LATE 2017 TO NOW

- **Authority actions:**

- » Developed Draft 2018 High-Speed Rail Business Plan
- » Worked with Caltrain on developing blended corridor concepts
- » Began negotiations with UPRR for use of the corridor

- **Caltrain actions:**

- » Progress on Electrification
- » Developed Business Plan Scope and Approach

- **City of San Jose actions:**

- » Development and Refinement of City-Generated Options
- » Diridon Station Planning efforts

TODAY'S TOPICS

- **Description of the City-Generated Options – reaction to alternatives under consideration in 2017**
- **Overview of the HSR Draft 2018 Business Plan and new concept for San Jose to Gilroy**
- **Introduction of Caltrain's Business Plan Process**
- **Next Steps and Future Meetings**

CITY-GENERATED OPTIONS

Jim Ortbal, Director of Transportation, City of San José
Brian Stanke, Rail Planning Manager, City of San José



City-Generated Options (CGOs) in San José

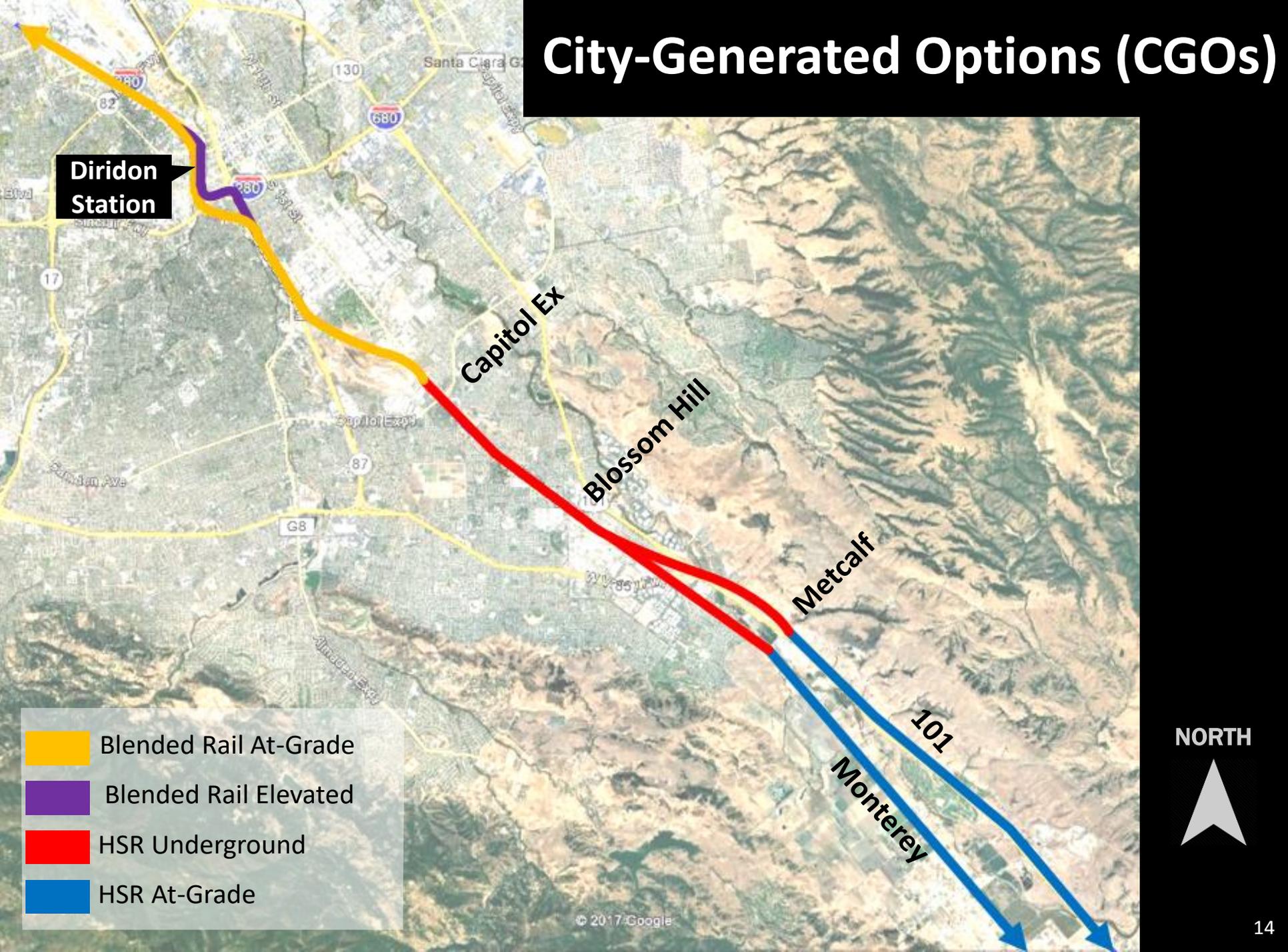


High-Speed Rail Community Working Group
San Jose, May 2, 2018

Goals and Criteria of CGOs

- Develop a comparable, viable *alternative*
- Minimize property, noise, and visual impacts
- Increase *capacity* and *reliability*
- Maintain comparable *cost* to HSR aerial

City-Generated Options (CGOs)



-  Blended Rail At-Grade
-  Blended Rail Elevated
-  HSR Underground
-  HSR At-Grade

NORTH



City-Generated Options (CGOs)

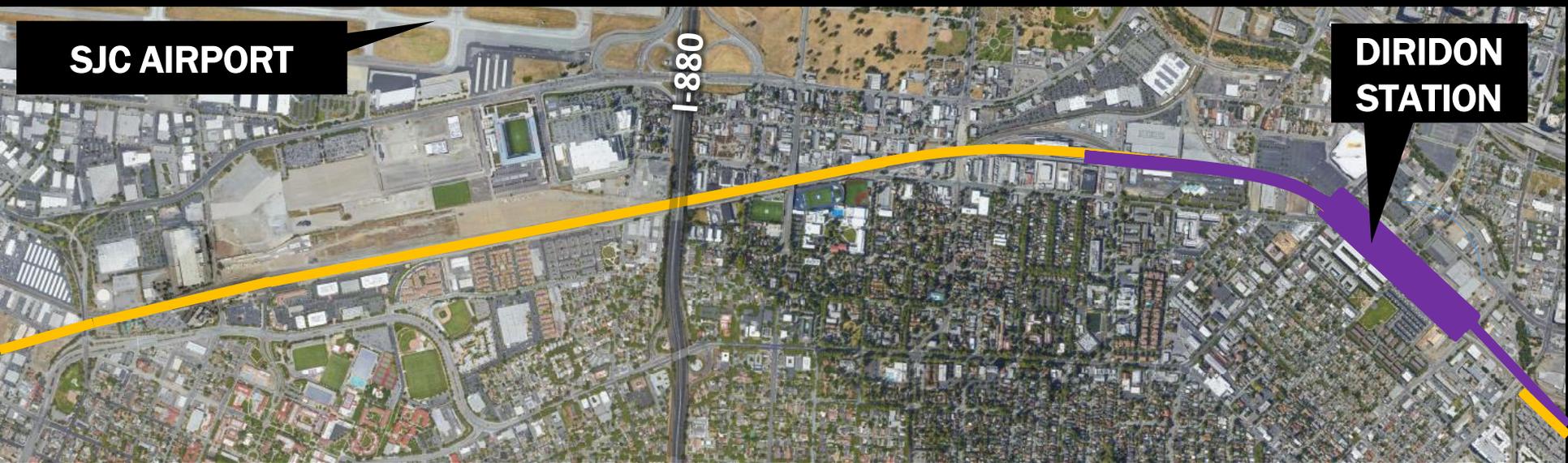


- Blended Rail At-Grade
- Blended Rail Elevated
- HSR Underground
- HSR At-Grade

NORTH



Goals: Increase capacity and reliability
Minimize property, noise, and visual impacts



Northern City Limit to Diridon



-  Blended Rail at-grade
-  Blended Rail elevated

Diridon operates as a *terminal* station *limiting* capacity



Diridon Station: looking north from San Carlos St

Diridon as
a *through*
station
for trains
...unlocks
more
capacity

LYON PART-DIEU



11 tracks
550 trains/day

SAN JOSE DIRIDON



9 tracks
112 trains/day



Caltrain Yard

Diridon Station

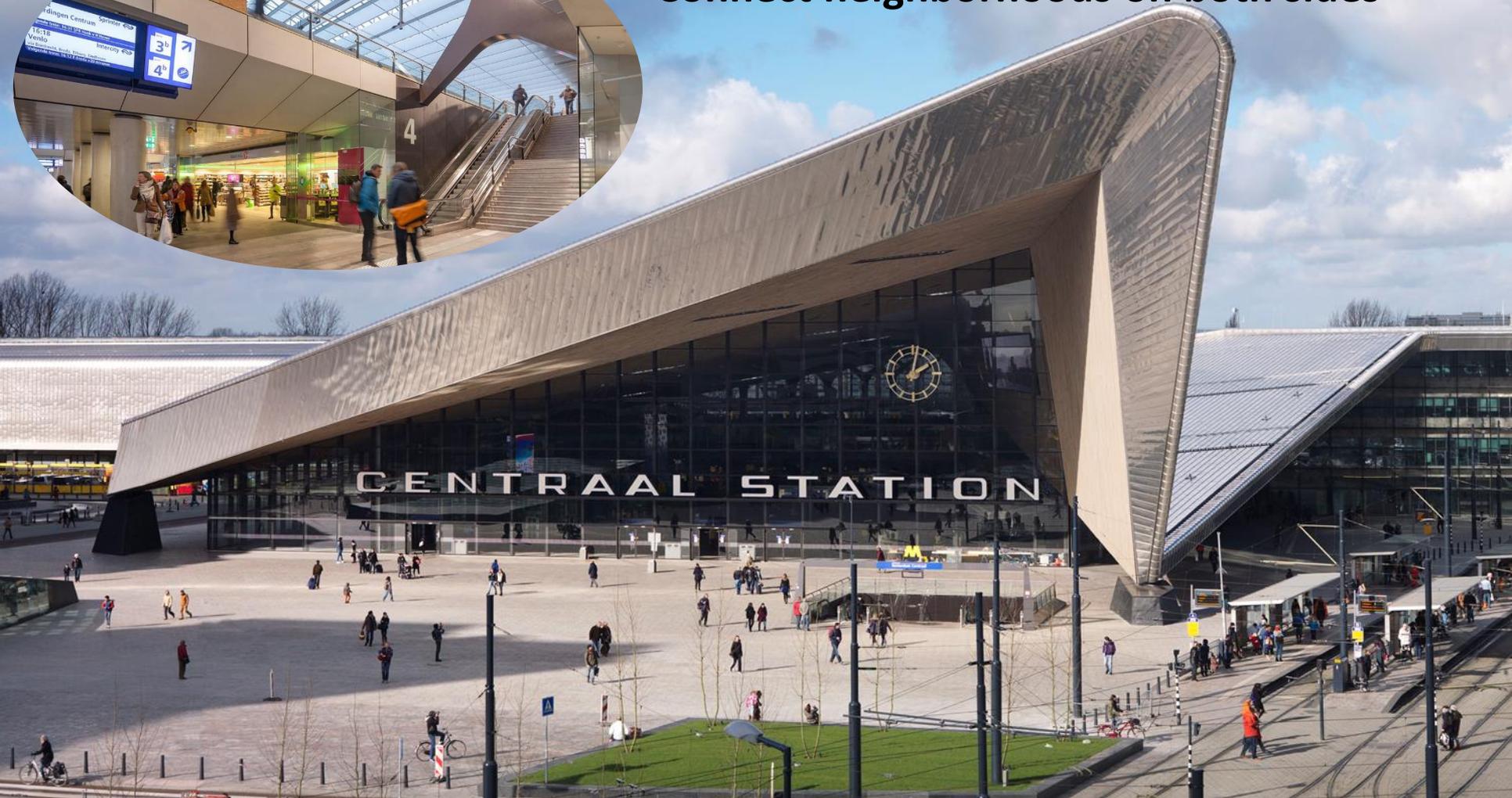
ACE Yard

Shared Rail Facility

Diridon is currently an east – west *barrier*



Goals: Minimize property, noise, and visual impacts
Connect neighborhoods on both sides



Diridon as a *through* station for people

Diridon Station & Approach Concepts

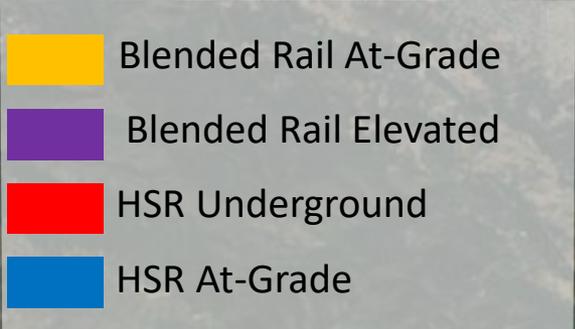
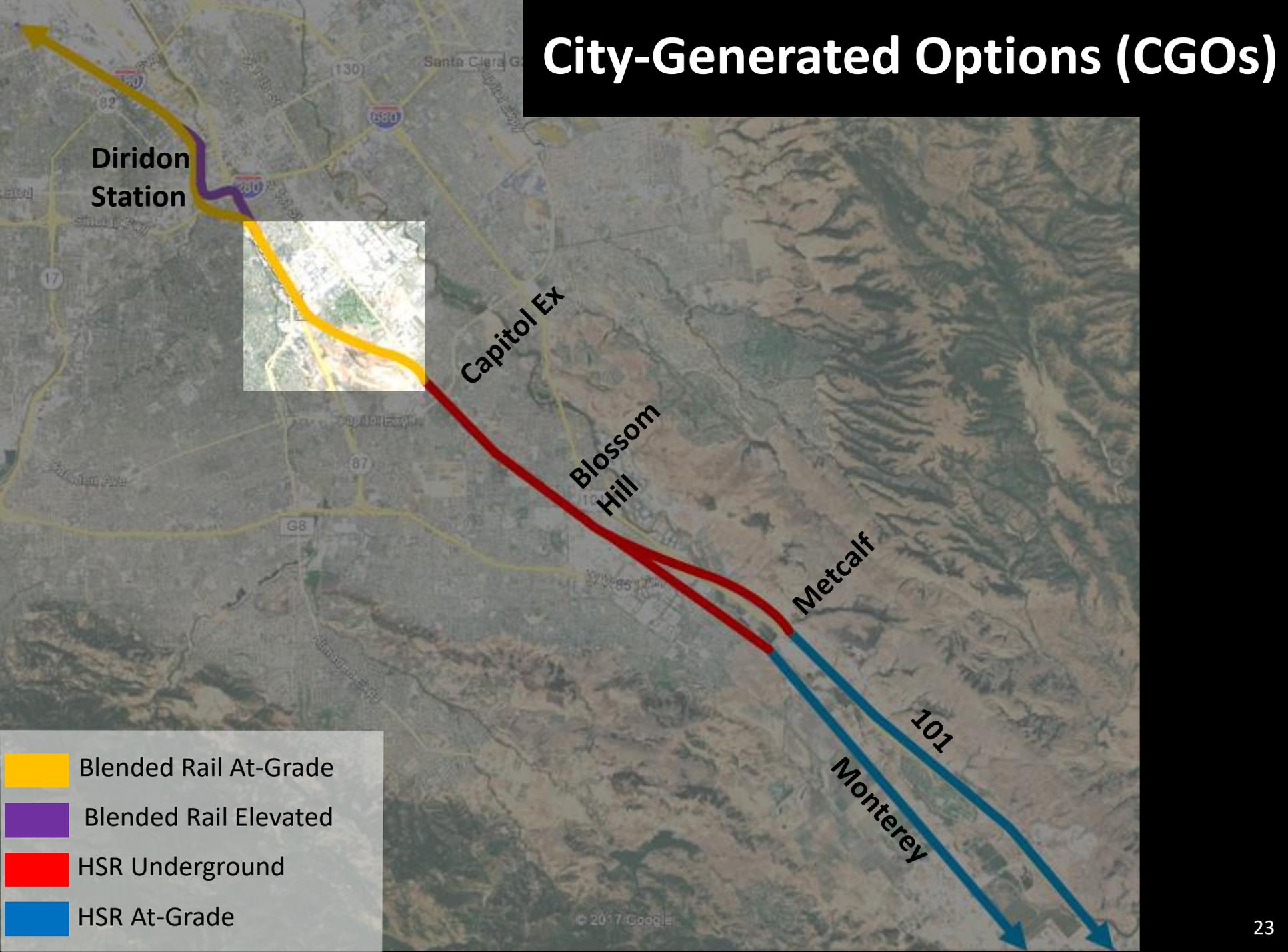


DIRIDON (RAISED)

280/87 VIADUCT

AT-GRADE

City-Generated Options (CGOs)



Goal: increase capacity and reliability

 Blended Rail At-Grade



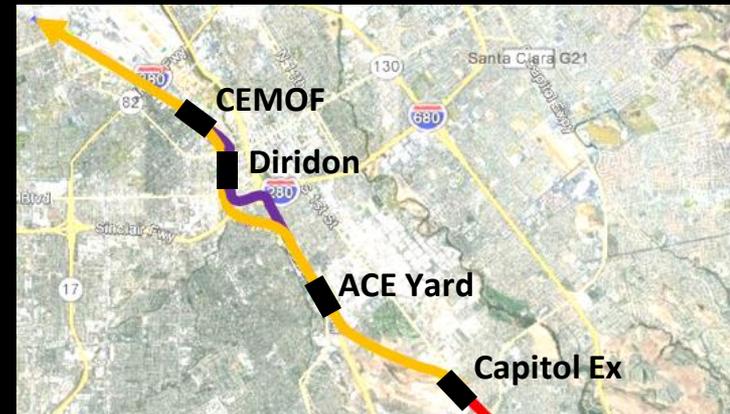
TAMIEN STATION

CAPITOL STATION

COMMUNICATIONS HILL

SHARED RAIL FACILITY

Tamien to Capitol



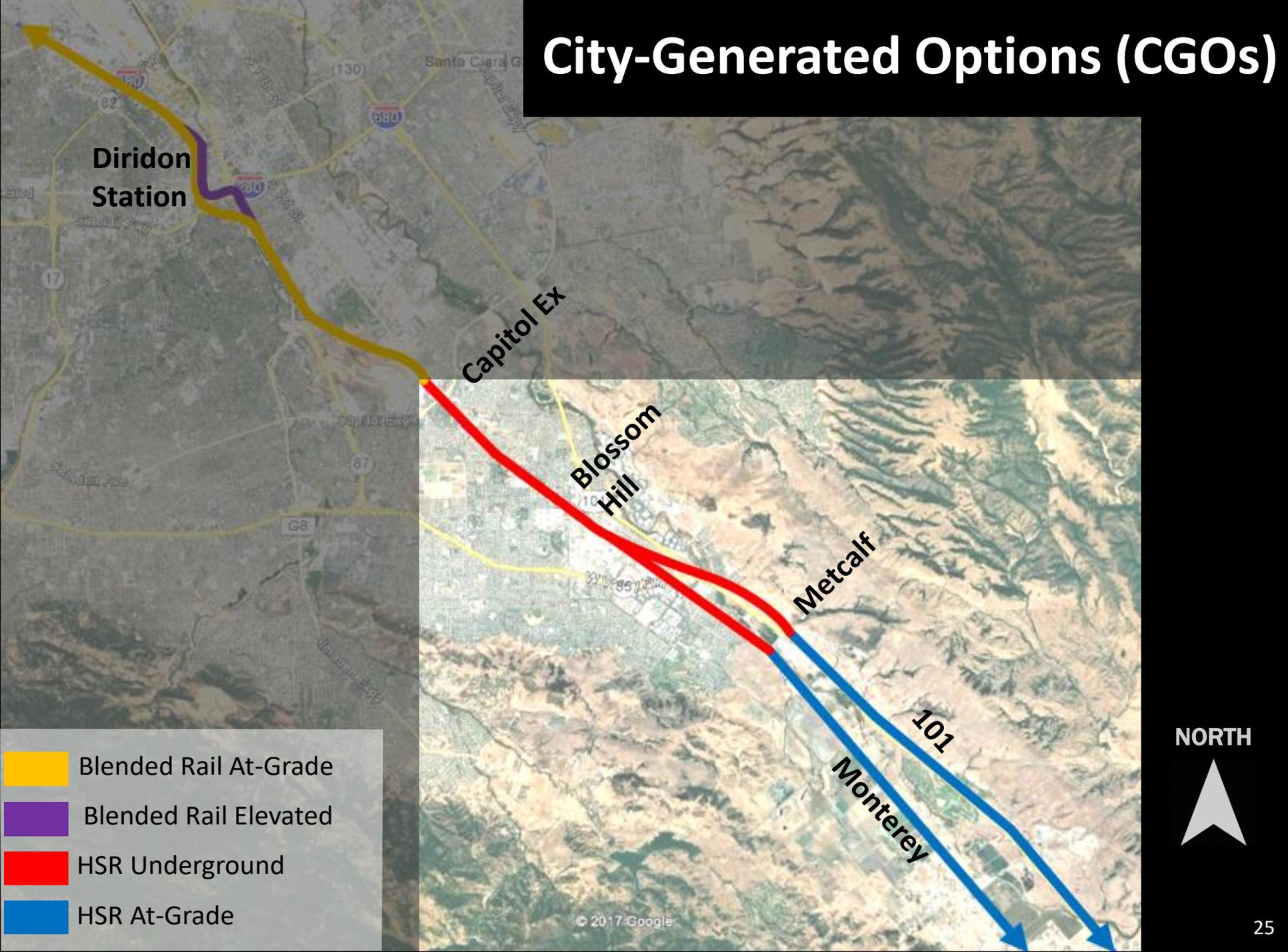
CEMOF

Diridon

ACE Yard

Capitol Ex

City-Generated Options (CGOs)



Goal: Minimize property, noise, and visual impacts



Capitol to Southern City Limit



- HSR Underground
- HSR At – Grade

Goal: Minimize property, noise, and visual impacts

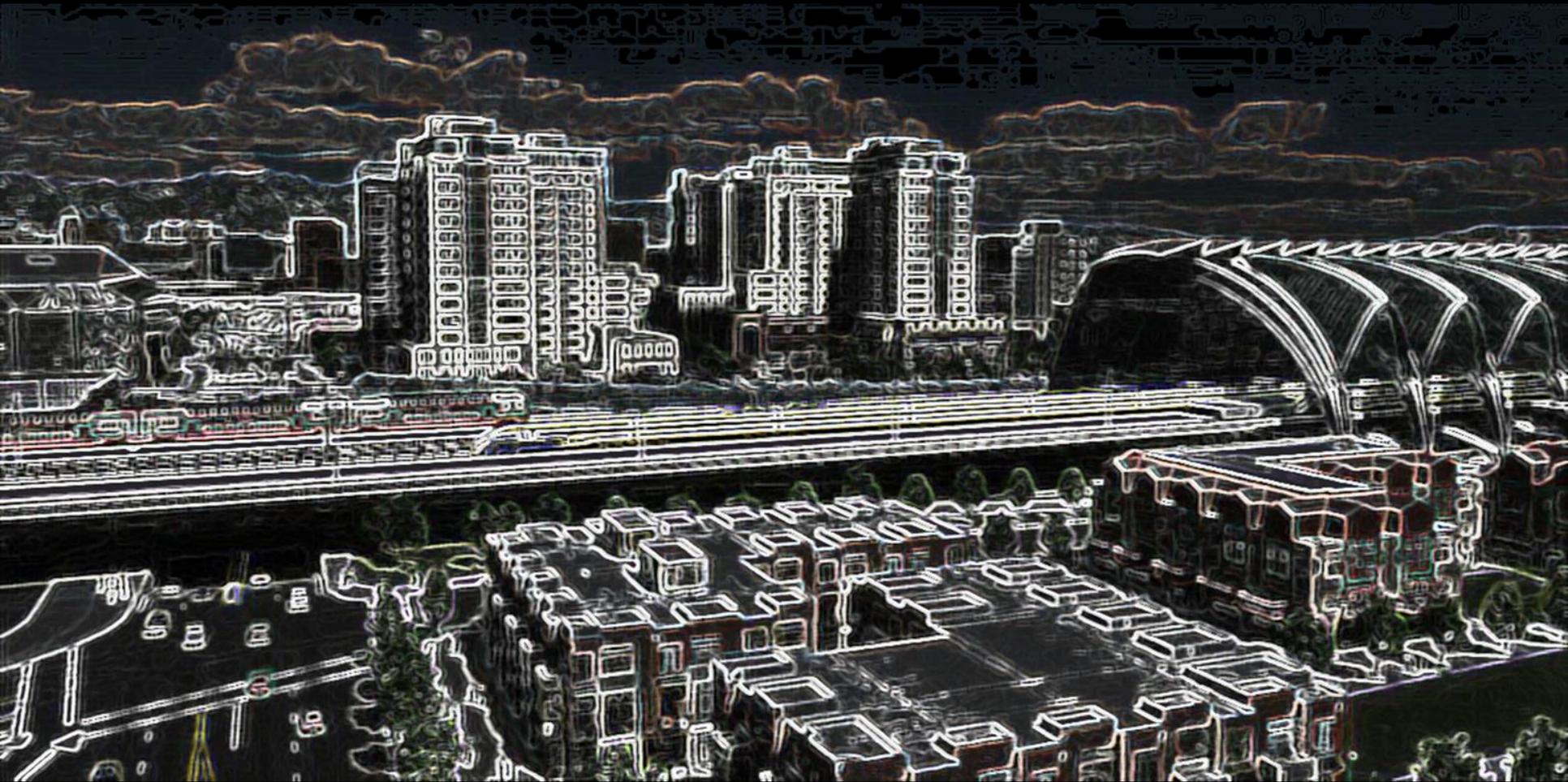


Capitol to Southern City Limit



- HSR Underground
- HSR At – Grade

Discussion and Questions



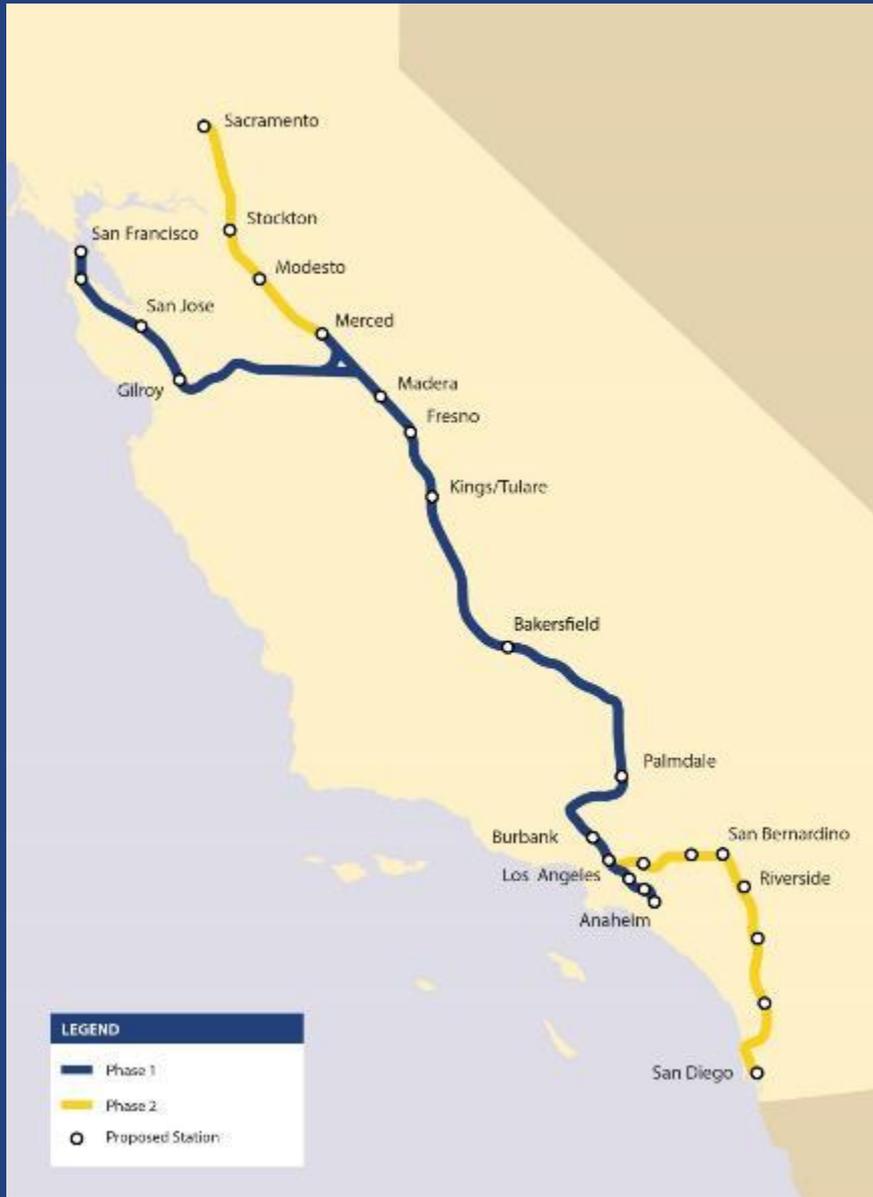
High-Speed Rail Community Working Group
San Jose, May 2, 2018

DRAFT 2018 BUSINESS PLAN

Boris Lipkin, Acting Northern California Regional Director



HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



Better Air Quality



Job Growth

HIGH-SPEED RAIL: Helping Shape Cities

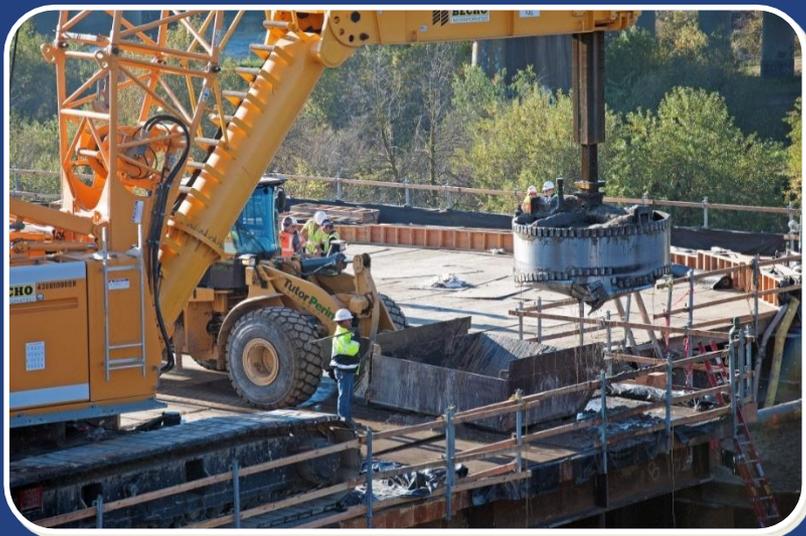
- **Ties Economies Together**
 - San Jose to Fresno = 60 Minutes
 - Bakersfield to Los Angeles = 60 Minutes
 - San Francisco to Los Angeles = under three hours
- **Connects With and Reinforces Local Mobility**
- **Foundation for Sustainable Growth**
- **Opportunities for Revitalization in Downtown Cores**



HIGH-SPEED RAIL: It's Happening!



- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately \$3 Billion Investment
- 17 Active Construction Sites
- Over 1700 Workers
- 100% of Steel/Concrete Recycled



DRAFT 2018 BUSINESS PLAN

- Presents the program's status at this point in time
- Summarizes our approach to implementing the system
- Includes:
 - » Updated capital cost and other estimates
 - » Updated ridership and revenue forecasts
 - » Summary of progress over last two years
 - » Review of our current challenges and how we are addressing them



DRAFT 2018 BUSINESS PLAN: New Approach

- **Our costs have increased and we need more certainty on funding**
- **83 percent of higher Phase 1 costs driven by:**
 - » Previously identified Central Valley construction delays
 - » Inflation from schedule delays
 - » Establishing higher contingency that better reflect risk and uncertainty
- **New baseline estimates:**
 - » Central Valley – \$10.6 billion – by 2022
 - » Silicon Valley to Central Valley Line – \$29.5 billion – by 2029
 - \$1.9 billion of this is for extensions to San Francisco and Bakersfield
 - » Phase 1 – \$77.3 billion – by 2033
- **New approach – apply ranges to costs and funding**

DRAFT 2018 BUSINESS PLAN: Our Commitments

- Deliver the Phase 1 System
- Deliver the Silicon Valley to Central Valley Line as soon as possible
- Invest bookend funds as full partner in the Burbank– LA– Anaheim corridor
- Continue planning for Phase 2 extensions



DRAFT 2018 BUSINESS PLAN: Phased Valley to Valley Line

- 119-mile Madera to Poplar Avenue by 2022
- 224 miles of high-speed rail ready infrastructure on two lines:
 - » Central Valley
 - » San Francisco/San José to Gilroy
 - » Initiate service/testing by 2026/2027
- Isolate Pacheco Pass tunnels:
 - » Early work to de-risk
 - » Engage expertise on design
 - » Explore funding strategy
- Merced remains high priority
- Full service by 2029



DRAFT 2018 BUSINESS PLAN: SAN JOSE

- **New Concept: Expand Caltrain Electrification to Gilroy**
- **Explore early interim service between San Francisco and Gilroy**
- **At-grade alignment in UPRR Corridor**
 - » Three track system south of Diridon
 - » Fewer modifications to existing infrastructure
 - » Fewer private property impacts

DRAFT 2018 BUSINESS PLAN: Submitting a Comment

- 60-day public comment period: March 9 through May 7
- Ways to comment:
 - » Via our **online** comment form
 - » Via **email**: 2018businessplancomments@hsr.ca.gov
 - » **Voicemail** comment at 916-384-9516
 - » **Mail** your comment to:
 - California High-Speed Rail Authority
 - Attn: Draft 2018 Business Plan
 - 770 L Street, Suite 620, MS-1
 - Sacramento, CA 95814
- Board adopts Final Business Plan at May 15th meeting in San Jose
- Submit to Legislature on June 1

QUESTIONS & COMMENTS



CALTRAIN BUSINESS PLAN

Sebastian Petty, Senior Policy Advisor, Caltrain
Elizabeth Scanlon, Director of Planning, Caltrain





The Caltrain Business Plan

San Jose Community Working Group
May 2, 2018

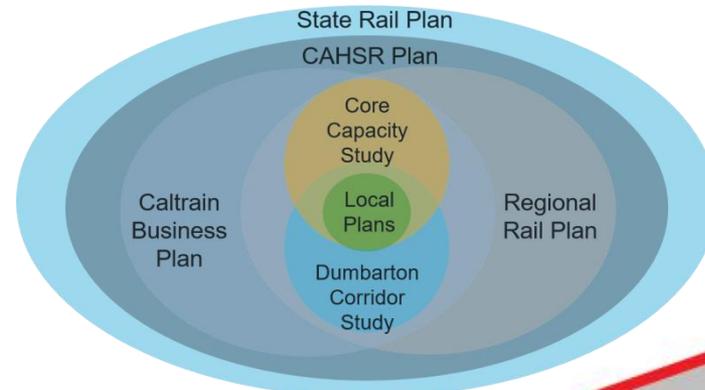
The Caltrain Business Plan



The purpose of the Caltrain Business Plan is to maximize the value of the public investment in Electrification

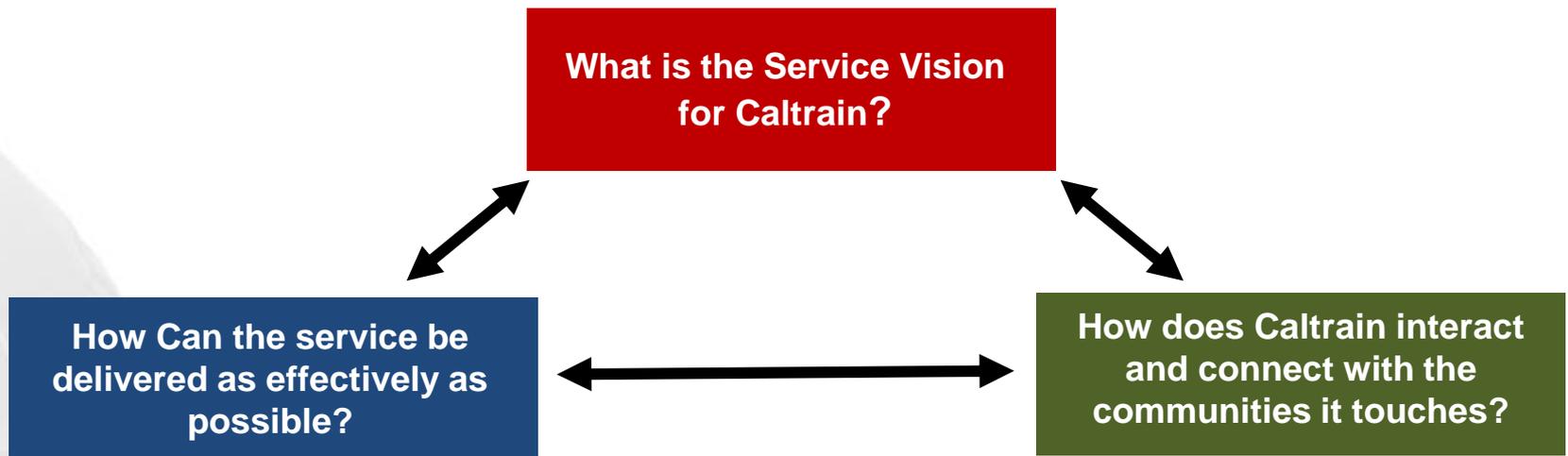
The Business Plan will identify the steps and resources needed to truly modernize the railroad

The Business Plan will lay out the strategic position and importance of the Caltrain corridor and how Caltrain can maximize its effectiveness and integrate with a growing, megaregional rail system



Key Questions

- Stakeholder outreach helped identify three “big picture” interrelated questions



Business Strategy

- The JPB is the owner and managing authority for the Peninsula Corridor between San Francisco and San Jose and is responsible for the delivery of the Caltrain passenger rail service operating between San Francisco and Gilroy
- **The primary task of the Business Plan is to aid in the selection of a detailed, achievable Service Vision for Caltrain that provides maximum value to its customers.**
- **Caltrain's organizational, governance, and commercial and contracting strategies will be evaluated as part of a comprehensive structural assessment of what is needed to deliver value and support the long term success of the Service Vision.**
- **The Business Plan should explore economic, policy and technical approaches that will allow Caltrain to strategically and equitably manage its interface with communities in a way that minimizes impacts, generates value, and supports the Service Vision.**

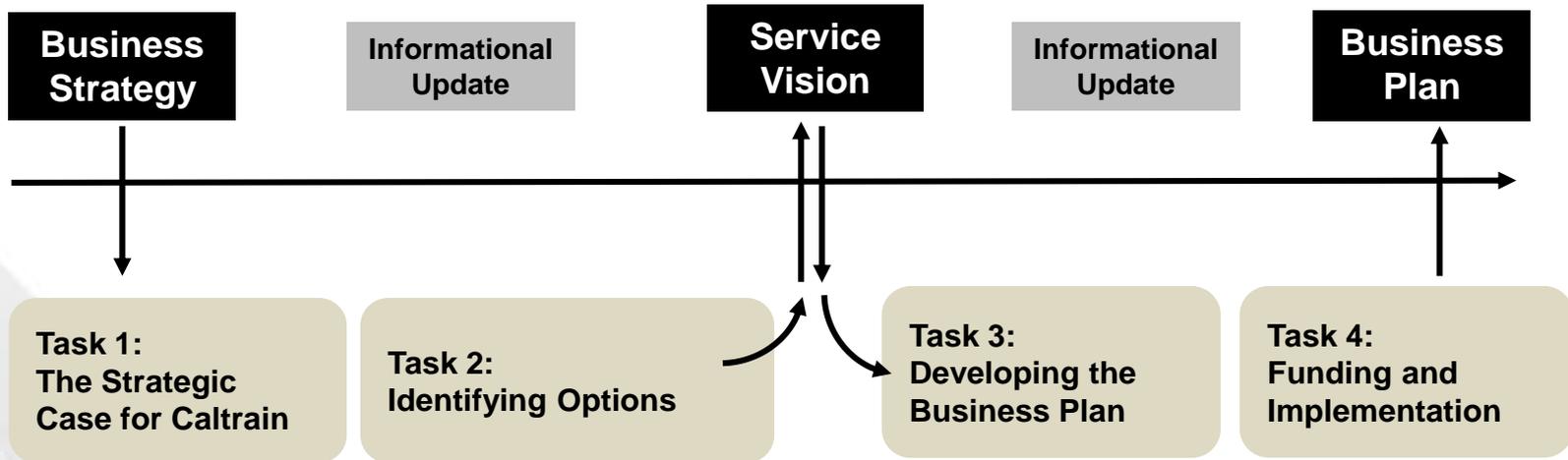
What is the Service Vision for Caltrain?

How Can the service be delivered as effectively as possible?

How does Caltrain interact and connect with the communities it touches?

Scope of Work Overview

Board Process

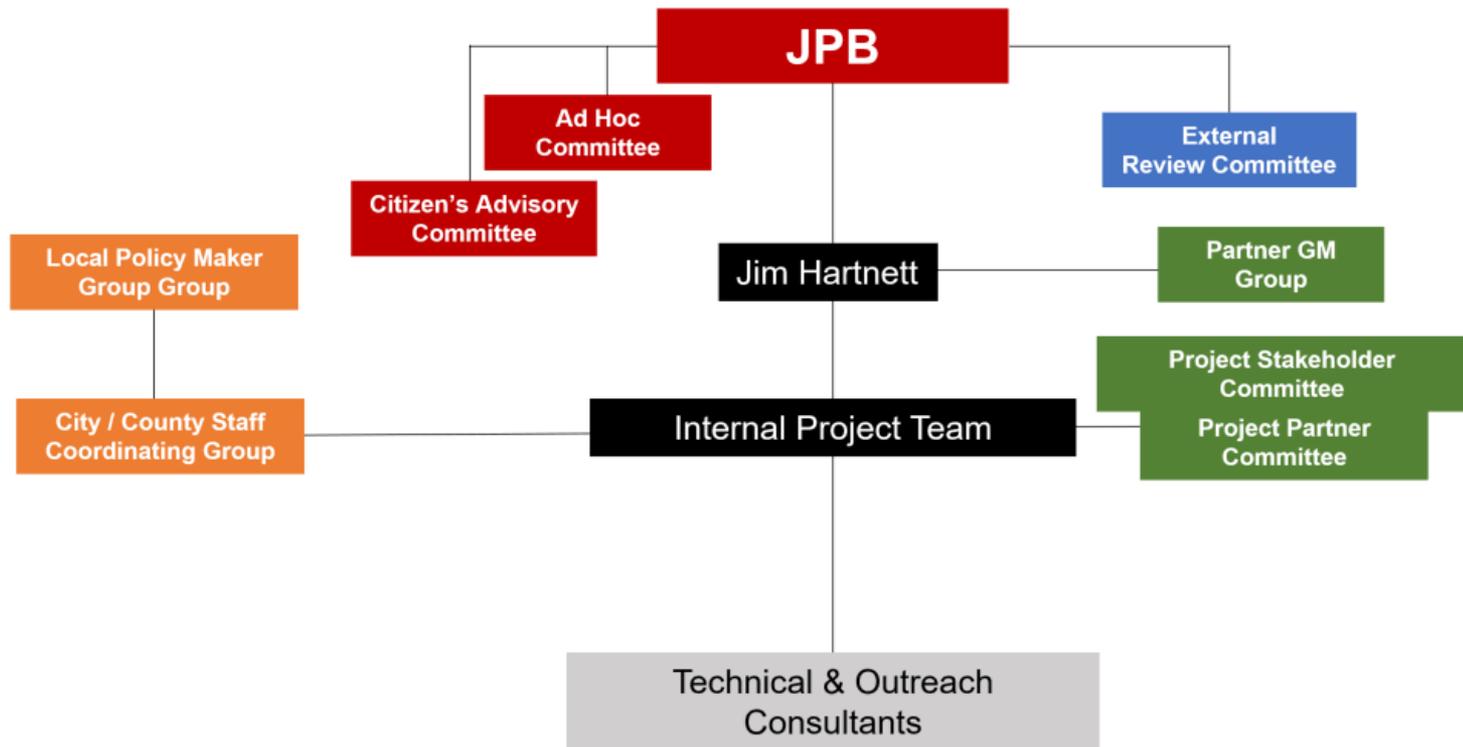


Technical Work

Outreach and Engagement

- Major outreach and engagement campaign planned
- Customer and public engagement through dedicated website and visual communications tools, meetings, station-based outreach, social media engagement and surveying
- Coordination with local jurisdiction staff and policy makers through the City and County Staff Coordinating Group / LPMG as well as direct meetings
- Outreach to state and federal policymakers
- Presentations to partner agency boards and committees
- Coordination and outreach to community groups, advocacy organizations and business groups

Project Structure



Public Partners

- Caltrain has many public partners including JPB member agencies, HSR, the state of California and all of the individual cities and local jurisdictions along the corridor
- Business Plan includes multiple points of direct engagement for San Jose staff and elected officials including;
 - Project “partner” Committee
 - General Managers Group
 - City and County Staff Coordinating Group
 - Local Policy Maker Group
 - Peninsula Corridor Joint Powers Board



Stanford Partnership Proposal

- Caltrain and Stanford will work collaboratively as part of an integrated project structure to deliver the scope of work adopted by the JPB
- Specifically Stanford will:
 - Provide technical assistance to support the planning process both directly and through 3rd party contractors
 - Participate in stakeholder and project partner meetings
 - Work with Caltrain to identify additional resources and funding for the Business Plan
- Agreement is for technical assistance- not a financial contribution



Caltrain Business Plan Next Steps

- Finalize funding and resourcing arrangements
- Proceed with contractor procurement and development of detailed work scopes
- Continue to develop and structure outreach and coordination venues
- Begin technical work

Purpose of Joint Update

- Planning for the SF – Gilroy corridor has reached a pivot point
 - Draft 2018 Business Plan marks significant strategic shift in CHSRA's approach and process. Environmental approach is undergoing review.
 - Caltrain Business Plan has been established as comprehensive planning exercise to consider the future of the corridor (and includes partnership with HSR)
- Caltrain Business Plan will now serve as the primary, coordinated venue for rail planning discussions



Path Forward

- Caltrain Business Plan will be venue for comprehensive corridor planning going forward
 - CHSRA and Caltrain staff will continue technical coordination to ensure an integrated vision for the future of the corridor that meets the needs of both systems
 - Business Plan structure will allow for direct involvement by a full spectrum of corridor stakeholders
 - Broad scope of Business Plan allows for a flexible and comprehensive planning process that can address the full spectrum of service, organizational and community issues in the corridor



Path Forward

- Key Business Plan Outcomes
 - JPB Decision on “long range” service vision for the Peninsula Corridor
 - Organizational assessment and strategy for evolving Caltrain service and corridor management
 - Assessment and strategy for addressing key rail-community interfaces including at-grade crossings and corridor development
- Business Plan process will support a path forward on environmental clearance of Blended System

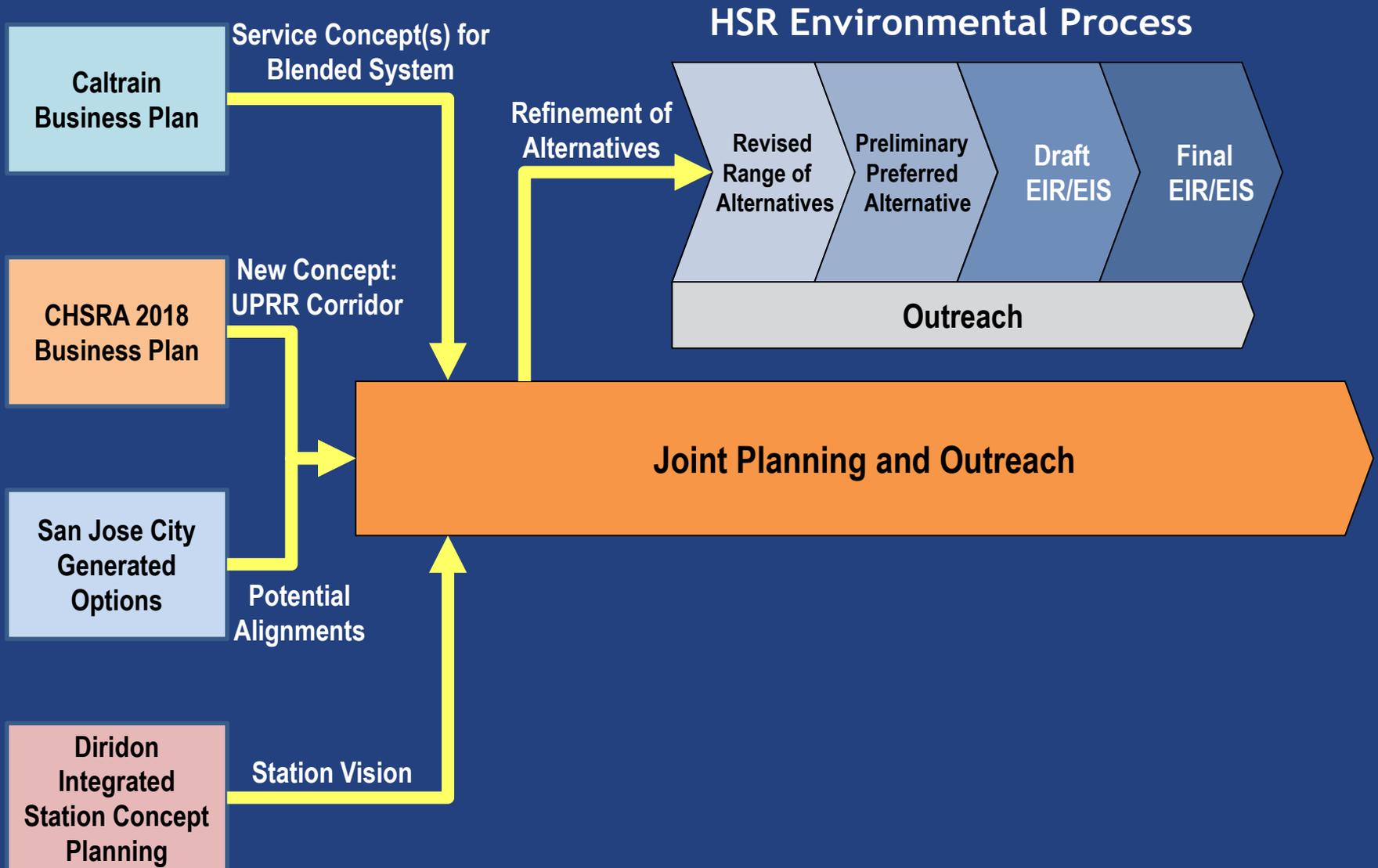


JOINT PLANNING AND NEXT STEPS

Boris Lipkin, Acting Northern California Regional Director



JOINT PLANNING PROCESS



SAN JOSE CWG PLANNING

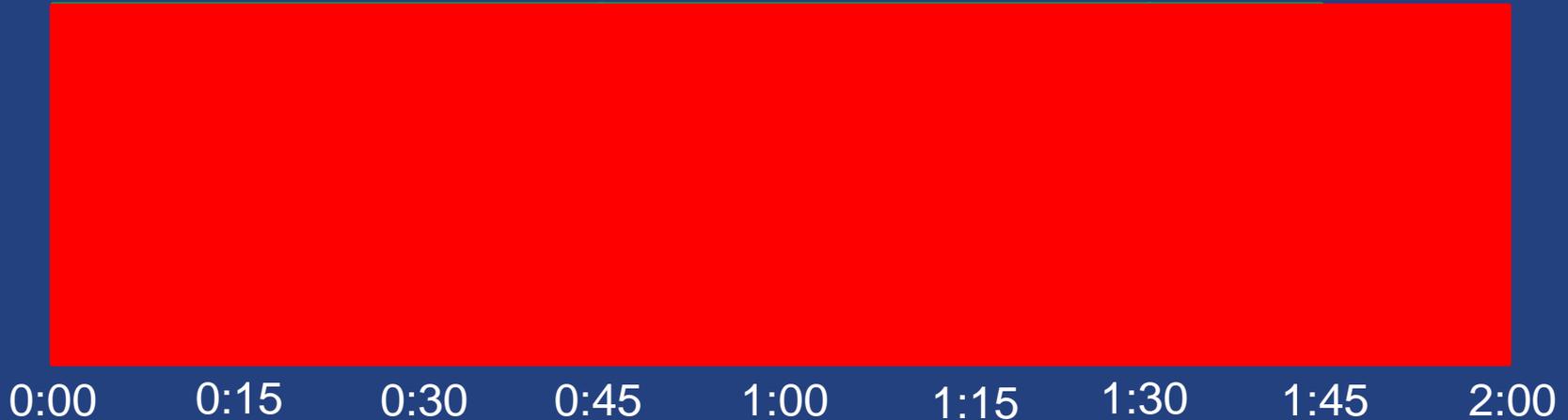
- **Future CWG meeting topics:**
 - » Project Description for Business Plan UPRR Concept
 - » Project Schedule
 - » Diridon Station Joint Area Planning
 - » City of San Jose consultant's peer review of Authority's Diridon Station Bored Tunnel Analysis
- **Next Meeting: Late July with plan to set up next series of meetings**

PUBLIC COMMENT



Questions & Comments

Please limit your comments to **two minutes**



Thank you!

THANK YOU & STAY INVOLVED

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